

EXTENSIONS OF REMARKS

INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA ACT

SPEECH OF

HON. GWEN MOORE

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 30, 2020

Ms. MOORE. Mr. Speaker, I rise in support of H.R. 2 and look forward to working with my colleagues to strengthen and improve this legislation as it moves through the legislative process.

I thank the Chairs of the various committees who have worked hard and tirelessly to put this legislation together.

My colleagues may have noticed that over the past few weeks demonstrators of all colors and creeds have taken to the streets to press for changes in our country caused by systemic racism. While it was police brutality that brought them to the streets, let's be clear that these inequalities span across all institutions of our society.

One area where this systemic discrimination has been long known is in federal transportation funding. For much too long, good ol' boys networks have held tight the rein on this funding so that qualified small businesses owned by minorities and women have been left on the sideline. Even today, their participation is far too low, even as we celebrate some progress. Report after report continue to find systemic barriers, such as access to capital, that leave these businesses hard pressed to compete for these funds.

Economic disempowerment is one of the most crippling effects of the systemic and institutional racism that has gripped this country. When businesses owned by minorities are excluded or have to jump through so many hoops as to be effectively excluded from being able to fairly compete for and undertake the billions of dollars in transportation funding we distribute every year, then we have a problem. A big problem.

Policies to promote equity and end systemic racism in America must not overlook the transportation sector. We must continue to prioritize tearing down barriers that limit the ability to win work because of the color of the skin of the owner or owners or gender or any other form of unlawful discrimination when advancing transportation legislation.

With so many literally crying out in our streets across our nation for Congress to act boldly and strongly to address inequalities that are so entrenched and pervasive, particularly against women and people of color, this bill marks a great opportunity to move the ball forward. Unfortunately, while H.R. 2 today recognizes the historic discrimination in the transportation industry that has left qualified businesses owned by minorities and women behind, and I applaud those steps, it overall punts on trying to help ensure a fair and competitive process for winning work on the \$1.5 trillion in funding authorized in this legislation.

Even as the DOT Inspector General, GAO, and others continue to identify problems with existing programs (much less make recommendations about ways to improve them) that hinder their effectiveness, including grantees supplying incorrect data, problems with certification, and much more, this bill largely stands pat with the status quo. I am disappointed that some amendments to try and improve existing programs to address identified problems were not made in order.

The status quo is unacceptable. We need to take every opportunity to tear down systemic racism and discrimination, including that found in our transportation and infrastructure sector. If the federal government is unwilling to lead in this area, who will?

I include in the RECORD a letter that I authored, and which 40 of my colleagues joined, to the House Transportation and Infrastructure Committee earlier this Congress asking for an infrastructure package that helps ensure a level playing field for these qualified businesses.

At the end of the day, what these communities desire is not a promise of hearings or more excuses about why we have to be careful here, but the opportunity for all communities to compete on a fair, impartial, and unbiased basis for federal transportation dollars that they, as taxpayer, contribute to. It is clear that even today, that is not the reality. We need to dismantle the institutional barriers that stack the odds against these qualified businesses.

Again, I support the level of investment in this bill. I support the plus-ups for public transportation, water, rail, and to combat climate change. Those are critical changes that will help improve infrastructure and address real needs in our communities.

And while I urge my colleagues to support this bill, and will vote for it, I also want to make clear that there is more work to do here to heed the voices that have taken to our streets and are screaming out today to end racism in all its forms, in all aspects of our society.

CONGRESS OF THE UNITED STATES,

Washington, DC, February 8, 2019.

Hon. PETER DEFAZIO,

Chairman, House Transportation and Infrastructure Committee, Washington, DC.

DEAR CHAIRMAN DEFAZIO: As you put together an infrastructure package, we write to urge you to take steps to ensure that minority contractors can fully participate in all projects funded by any proposal in the 116th Congress. We urge the inclusion of funding and provisions in any such proposal that help facilitate the certification of these contractors as well as to support their ability to fairly compete and win work. Additionally, we urge you to ensure that all hearings on an infrastructure package in the 116th Congress include the voices and viewpoints of minority contractors who can testify to the ongoing challenges they face in competing for and winning work on federally funded infrastructure projects.

Transportation projects mean jobs and businesses for communities across our nation and ensuring that all businesses in our

communities, including small and disadvantaged concerns owned businesses, must remain a priority.

Unfortunately, too often, the promises provided by federal law and regulations regarding minority contractor participation in federally funded infrastructure projects fall well short of the reality. Despite some successes, many states are still struggling to meet participation goals and requirements with their regular federal infrastructure funding, when such goals and requirements are attached. What these challenges do point out is the need for lawmakers to continue to make forceful efforts to attack the historically and ongoing inequality when it comes to federal infrastructure contracting.

I know you agree with us that a new infrastructure package must benefit all stakeholders, including minority contractors. Therefore, including the voices of minority contractors in the development of an infrastructure package, including hearings on such a package, is a necessary first step. Hearing from these stakeholders will allow you to better understand existing gaps in federal and state participation requirements and help get to the bottom of the most frequent complaints and problems. And the message you will most likely hear is that the Department of Transportation (DOT) needs to improve the effectiveness and oversight of its Disadvantaged Business Enterprise (DBE) program, including better enforcement.

The DOT's implementation of its DBE programs has been the subject of numerous reports by its Office of Inspector General (IG), highlighting problems with the Department's various DBE programs including at the Federal Aviation Administration. One of the most glaring conclusions from the past reports is the IG's conclusion that "[t]he Department does not provide effective program management for the multibillion-dollar DBE program." Before we pour billions more of federal transportation dollars through DOT to the states as a part of an infrastructure package or surface transportation reauthorization, Congress should listen to, and then appropriately respond to, the needs and concerns of stakeholders, including minority contractors and the IG. And any such package should incorporate their ideas about how to best construct a proposal to help ensure that all communities truly benefit and have a fair and equal opportunity to compete for the thousands of contracts and subcontracts that are likely to flow from that package.

We also know that without pressure from Congress, long overdue but needed improvement will not occur and these business and our communities will find themselves remaining on the sidelines, even as billions in new funding flow to communities nationwide.

Again, as you move forward on constructing the infrastructure package that our nation needs, we must consider and address the needs of these qualified but often overlooked businesses. The fact is that despite repeated affirmation by Congress, some states still make no or limited efforts to help certified firms obtain DBE work on federally funded projects and in others, most certified DBEs never win any business should concern and trouble us as policymakers.

Lastly, one step such legislation can take is to make clear that all infrastructure agencies have a responsibility for implementing

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

and enforcing rules, guidance, and federal laws which require equal employment and labor opportunities in federal contracting such as Executive Order 11246 (Equal Employment Opportunity). That E.O. requires agencies to include certain nondiscrimination and equal employment opportunity provisions in federal contracts, including federally assisted construction contracts. Unfortunately, we are concerned that this Administration's weak record and blatant attempts to roll back important protections enshrined in federal contracting law and regulations will have a disparate impact on minority communities and contractors.

There is no reason why any package to invest in our infrastructure in order to foster a safe and modern transportation system should not also help small businesses like yours. These are not conflicting goals; it actually makes good and sound economic and transportation policy.

As Members of Congress who care deeply about ending unequal access to federal contracts and addressing our nation's glaring infrastructure needs, we hope you understand the need to make sure both goals are met in any infrastructure package and will work with us to achieve them.

Sincerely,

GWEN MOORE, Member of Congress; HENRY C. "HANK" JOHNSON, Member of Congress; GREGORY MEEKS, Member of Congress; AL LAWSON, JR., Member of Congress; JAN SCHA-KOWSKY, Member of Congress; ALCEE HASTINGS, Member of Congress; MARC VEASEY, Member of Congress; SHEILA JACKSON LEE, Member of Congress; BOBBY L. RUSH, Member of Congress; JAOQUIN CASTRO, Member of Congress.

KAREN BASS, Member of Congress; ADAM SMITH, Member of Congress; SUZANNE BONAMICI, Member of Congress; MARCIA L. FUDGE, Member of Congress; AYANNA PRESSLEY, Member of Congress; TERRI A. SEWELL, Member of Congress; BRENDA L. LAWRENCE, Member of Congress; REP. TONY CÁRDENAS, Member of Congress; DONALD PAYNE JR., Member of Congress; BETTY MCCOLLUM, Member of Congress.

YVETTE D. CLARKE, Member of Congress; COLLIN PETERSON, Member of Congress; EARL BLUMENAUER, Member of Congress; ILHAN OMAR, Member of Congress; NYDIA M. VELÁZQUEZ, Member of Congress; DEBBIE DINGELL, Member of Congress; RASHIDA TLAIB, Member of Congress; BENNIE THOMPSON, Member of Congress; ANDRÉ CARSON, Member of Congress; JESÚS G. "CHUY" GARCÍA, Member of Congress.

SANFORD D. BISHOP, Member of Congress; DAVID SCOTT, Member of Congress; BONNIE WATSON COLEMAN, Member of Congress; ADRIANO ESPAILLAT, Member of Congress; JOYCE BEATTY, Member of Congress; WILLIAM LACY CLAY, Member of Congress; MARK POCAN, Member of Congress; ANGIE CRAIG, Member of Congress; LAUREEN UNDERWOOD, Member of Congress; RUBEN GALLEGU, Member of Congress.

CEDRIC L. RICHMOND, Member of Congress; GRACE MENG, Member of Congress; JOHN LEWIS, Member of Congress; EDDIE BERNICE JOHNSON, Member of Congress; ANTHONY BROWN, Member of Congress; ROBIN L. KELLY, Member of Congress.

RECOGNIZING THE CAREER OF SHERRY ABELOVE ON THE OCCA- SION OF HER RETIREMENT

HON. JAMIE RASKIN

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. RASKIN. Madam Speaker, I rise today to recognize my constituent Sherry Ablove, who is retiring this week after 31 years of dedicated public service. Sherry is a licensed social worker, who has devoted her career to serving the people of Maryland and Montgomery County.

After receiving her master's degree in social work from Washington University in St. Louis, Sherry went on to receive her certification as a Licensed Certified Social Worker—Clinical in the state of Maryland. In 1989, Sherry began work for the Developmental Disabilities Administration within Maryland's Department of Health. For 17 years, she served Maryland's developmentally disabled residents and their families.

In 2006, Sherry went to work for Aging and Disability within Montgomery County's Department of Health of Human Services, where she worked within Adult Protective Services to reduce the risk to senior citizens and those with disabilities. Sherry continued to dedicate her skills and experience to most vulnerable members of the community and state.

Madam Speaker, I am honored to recognize the extraordinary career of Sherry Ablove and hope that my colleagues will join me in congratulating Sherry on a dedicated lifetime of service.

CHANGE OF COMMAND AT NSWCRANE

HON. LARRY BUCSHON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. BUCSHON. Madam Speaker, I rise today to recognize the Change of Command at Naval Surface Warfare Center, Crane Division.

On July 1, 2020, Captain Mark H. Oesterreich will move on from NSWCRane after three years of faithful service, and Captain Duncan McKay assume command.

NSWCRane is the world's third largest naval base and is home to a variety of research and testing projects that are critical to our national security ranging from hypersonics to Electronic Warfare is not only a key site for the Navy but also an important economic resource for the Indiana and the Eighth District. NSWCRane is the third largest employer in Southwest Indiana, and the Center provides nearly \$2 million to Indiana's economy each day. Excellent leadership at NSWCRane is thus vital for both the Navy and the State of Indiana.

During his time at the helm of NSWCRane, Captain Oesterreich oversaw important progress made in all three of its focus areas—electronic warfare, expeditionary warfare, and strategic missions. More importantly, Captain "O" successfully instilled trust and confidence in the sailors under his command. I am grateful for his leadership during the past three years, and I wish him fair winds and following seas as he moves on from this command.

Captain McKay comes to Southwest Indiana with tremendous experience that will make him an asset to NSWCRane. After initial deployments to the North Atlantic, Mediterranean, and Persian Gulf, he served as the Battlegroup Operations Officer for Commander Submarine Squadron Eleven (CSS-11) in San Diego. He then completed graduate studies at the prestigious Massachusetts Institute of Technology and served in important logistical and maintenance roles. In his most recent tour, Captain McKay served as the Operations Officer at Portsmouth Naval Shipyard. I look forward to working with Captain McKay as NSWCRane begins a new chapter under his leadership.

On behalf of all Eighth District Hoosiers, it is my pleasure to congratulate Captain Oesterreich and welcome Captain McKay to NSWCRane.

LAREDO INTERNATIONAL RAIL BRIDGE

HON. SHARICE DAVIDS

OF KANSAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Ms. DAVIDS of Kansas. Madam Speaker, I rise today to highlight an issue on our southern border, at the Laredo International Rail Bridge, linking the United States to Mexico. This particular bridge is owned by the Kansas City Southern railroad. They are a crucial fixture of the greater Kansas City area economy, employing more than 7,000 people and operating thousands of miles of rail network between the United States and Mexico.

Trains that cross the Laredo International Rail Bridge in either direction are required to stop in the middle of the bridge and switch out the crews and perform various inspections before continuing. This often exacerbates the congestion at the busiest rail crossing on the southern border and leaves the sometimes miles-long trains blocking streets and highways on both sides of the border. Moreover, it limits the number of trains that can make this crossing daily. Many of those trains are carrying agricultural goods, some being shipped from Kansas.

I understand the difficult situation at this border and the importance of finding a solution. The current status of operations at the Laredo International Rail Bridge is inefficient, time-consuming, and a safety hazard. I am also concerned about alternate solutions that do not take our rail workers' labor rights into account. I am committed to working with my colleagues on both sides of the aisle to find a solution that will protect workers' rights and maintain safety, while also maximizing time and space so that our railroads can continue to be successful. Safety and efficiency are the watchwords in solving this problem and we need a reasonable and equitable solution.

PERSONAL EXPLANATION

HON. BRETT GUTHRIE

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. GUTHRIE. Madam Speaker, I was unable to vote in person due to a family commitment.

Had I been present, I would have voted YEA on Roll Call No. 123; NAY on Roll Call No. 124; YEA on Roll Call No. 125; NAY on Roll Call No. 126; YEA on Roll Call No. 127; NAY on Roll Call No. 128; and NAY on Roll Call No. 129.

HONORING PLEASANT GREEN
MISSIONARY BAPTIST CHURCH

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. THOMPSON of Mississippi. Madam Speaker, I rise today to honor Pleasant Green Missionary Baptist Church (PGBC), located at 505 East College Street, shepherded by Reverend Darrel McQuirter, as they celebrate 150 years of religious service in the Clinton, MS community.

On June 28, 1852, the First Baptist Church of Clinton was incorporated, ending that first year with fifty-six members, twenty-eight Whites and twenty-eight Blacks. For the first eight years, the congregation worshipped together on the Mississippi College campus in Clinton, MS. After the campus chapel was built in 1860, Blacks were allowed to worship independently in the chapel basement. Led by Mississippi College Professor Reverend T.A. Parrish and college president Walter Hillman, in 1867 a Sunday School was formed for the Black congregants. Pleasant Green Missionary Baptist Church was established in 1870 under the leadership of Reverend Dunbar, who was associated with Mississippi College. The college allowed Pleasant Green Missionary Baptist Church (PGBC) to meet on the Robinson's Athletic Field until property was purchased and a wood frame structure was built, incorporating stained glass windows at what is now 505 East College Street. As time progressed, a brick building with modern amenities was erected.

Currently, Pleasant Green Missionary Baptist Church (PGBC), acknowledges the struggles and accomplishments of the spirit-filled and faithful people and events of the past that have made a bright future for the current members. Now, the church's legacy continues, ever growing and building, while striving to keep all plans within God's will and reaching out to all people.

Madam Speaker, I ask my colleagues to join me in recognizing Pleasant Green Missionary Baptist Church (PGBC), as they celebrate 150 years of service.

CELEBRATING THE 90TH BIRTHDAY OF PROFESSOR JEROME A. COHEN

HON. JAMES P. MCGOVERN

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. MCGOVERN. Madam Speaker, I rise today to pay tribute to Professor Jerome Alan Cohen, the Founder and Faculty Director Emeritus of the U.S.-Asia Law Institute of the New York University School of Law. Professor Jerry Cohen is a true champion of human rights and the rule of law in China and today

he is celebrating his 90th birthday with his family and friends.

Professor Cohen is one of the foremost experts in Chinese law and government and he also serves as a Senior Fellow for Asia Studies at the Council on Foreign Relations. He has provided sage advice and wise counsel to international leaders, U.S. government officials, and Members of Congress throughout his illustrious career including in testimony to the Congressional-Executive Commission on China.

Professor Cohen's extraordinary career on China began in the 1950s when he traveled to Hong Kong to interview with refugees and publish a book on Chinese criminal procedure. In the 1960s he created the East Asia Legal Studies Association at Harvard School of Law and was influential in securing the release of John T. Downey, a former classmate who had been held in a Chinese prison. In the following years he met with Chinese Premier Zhou Enlai and accompanied Senator Ted Kennedy to Beijing to meet with Deng Xiaoping.

Throughout the 1990s, Professor Cohen lived and worked in mainland China. After the Tiananmen Square protests, he established the U.S.-Asia Law Institute at New York University School of Law, dedicated to facilitating the development of the rule of law throughout Asia. As a strong advocate for human rights, Professor Cohen led the way supporting political prisoners in China and helped secure the release of Song Yongyi and Chen Guangcheng. His former students include Taiwanese president, Ma Ying-jeou, and Annette Lu, former Taiwanese vice president under Chen Shui-bian.

Professor Jerry Cohen has not only participated in the history of U.S.-China relations, he has shaped it. All those to advocate for human rights and the rule of law in China owe him a great debt of gratitude. Thank you, Professor Cohen for your exemplary service for humanity.

PERSONAL EXPLANATION

HON. ROSS SPANO

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. SPANO. Had I been present, I would have voted NAY on Roll Call No. 122; YEA on Roll Call No. 121; and NAY on Roll Call No. 120.

IN MEMORY OF ANN VARNUM

HON. MARTHA ROBY

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mrs. ROBY. Madam Speaker, I rise today to recognize the honorable life and work of a beloved Alabamian, Mrs. Ann Varnum. Mrs. Varnum passed away on Wednesday, June 10, 2020, after a full life of 80 years. A Dothan native, local media personality, and friend to many, Mrs. Varnum will be dearly missed.

Ann Varnum was born in Dothan on January 15, 1940, to the late Elizabeth and J.P. Jones. Mrs. Varnum attended and graduated from Huntington College and Auburn Univer-

sity with a degree in English. Following graduation, she began a career in teaching before getting her big break at Dothan's WTVY television station.

Mrs. Varnum devoted nearly 50 years to WTVY, working her way into the hearts of Alabamians through her dedication to the community, charming personality, and devotion to God. She is best remembered for hosting the station's morning show, beginning in 1974 until the late 1990s.

Madam Speaker, I ask my colleagues to join me in honoring the life of Mrs. Ann Varnum. Her life was one of service, grace, and love for her family and community. She will be greatly missed by all whom she encountered, and her remarkable legacy will be remembered for years to come.

IN RECOGNITION OF THE GRAND OPENING OF ALDERWISH CPA, PLLC

HON. DEBBIE DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mrs. DINGELL. Madam Speaker, I rise today to celebrate the grand opening of the new Alderwish CPA, PLLC office in Dearborn, Michigan.

Alderwish CPA, PLLC was formed by Ngeeb Alderwish, CPA in September 2008. In the years since, the company has been dedicated to providing a variety of quality tax and accounting services to people across Michigan. With a strong focus on community, Alderwish CPA strives to cultivate attentive and meaningful relationships with all clients to develop solutions that fit their unique personal and professional needs. Alderwish CPA is committed to the philosophy of building relationships one client at a time, and their promise of excellence is backed by years of experience in the financial sector.

Throughout the community, Alderwish CPA is recognized as an exemplary institution. Under the leadership of Ngeeb Alderwish, the team of Alderwish CPA is composed of diligent, transparent, and honest tax professionals who are consistently commended for their knowledge and great expertise. The team goes above and beyond expectations and tirelessly works to support clients in all capacities. Without a doubt, Alderwish CPA has dedicated themselves to uplifting families and businesses throughout Dearborn and Detroit. Their services have assisted countless institutions across the community navigate complex tax and financial matters and have helped clients move forward with financial clarity and reassurance. Their continued work makes a difference.

Madam Speaker, I ask my colleagues to join me in celebrating the grand opening of Alderwish CPA, PLLC in its new Dearborn office. Alderwish CPA has become an invaluable resource for businesses and families across Dearborn and Detroit, and I am grateful for their work in supporting our local businesses. We wish them the best of luck in their new office location and continued success in the years ahead.

COMMEMORATING BRIGADIER
GENERAL TODD CANTERBURY

HON. DEBBIE LESKO

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mrs. LESKO. Madam Speaker, I rise today to commemorate the retirement of Brigadier General Todd Canterbury. He began his career in the Air Force after earning his commission from Arizona State University's ROTC program in 1993 and is retiring as the Commander of the 56th Fighter Wing at Luke Air Force Base, Arizona.

Flying fighter jets is in his blood as General Canterbury is the son of the former Commander of the 56th Fighter Wing—making them the first and only father-son combination to hold base commanding positions at Luke Air Force Base.

In his 27-year Air Force career, he had 20 assignments, was a graduate of the National War College, and served as a Command Pilot. He has more than 4,200 flight hours in the F-15 Eagle, F-16 Fighting Falcon, F-35 Lightning II, and MC-12W Liberty aircraft with over 650 being combat hours defending our great nation.

During his time in service, General Canterbury acquired a long list of achievements and awards to include the Defense Superior Service Medal, Bronze Star Medal, multiple combat campaign medals, and more.

I would also like to recognize General Canterbury's leadership in making Luke Air Force Base the F-35 fighter pilot training headquarters, which created a partnership between the United States and NATO members to train their pilots on the F-35 aircraft.

General Canterbury has not only made his family proud, but the United States Air Force, Arizona, and his country. We appreciate his selfless service and wish him the best in his next adventure.

On this day, I invite my colleagues to join me in recognizing the sacrifices that his family has made over the years and to thank Brigadier General Canterbury for his service to the United States of America.

INVESTING IN A NEW VISION FOR
THE ENVIRONMENT AND SUR-
FACE TRANSPORTATION IN
AMERICA ACT

SPEECH OF

HON. JESÚS G. "CHUY" GARCÍA

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 30, 2020

Mr. GARCÍA of Illinois. Mr. Speaker, I rise today to say a few words about the Disadvantaged Business Enterprise—or DBE—Program. While our progress toward equal opportunity for minority and women entrepreneurs has been slower than I would like, the DBE program is a big part of the reason we are at least moving in the right direction. In a recent study in my home State of Illinois, researchers examined business opportunities associated with the Pace Suburban Bus agency. This agency connects my district to the suburbs surrounding Chicago and also provides paratransit services to people with disabilities. This

study didn't just examine Pace's own spending, but also examined how businesses in the broader Illinois construction market are faring. This is very important because Pace operates the DBE program which at least opens the door to businesses owned by women and minorities, while the broader construction market is dominated by the private sector which generally lacks such equal opportunity measures. The study performed regression analyses to determine what business earnings were for women and minority business owners even after adjusting for a number of factors such as education, age, occupation and industry. The results were startling: business earnings for Latino firm owners as compared to white male firm owners were 6 percent lower, for Asians they were 10 percent lower, for white women they were 19 percent lower, for Native Americans and African Americans, they were 26 percent lower. Pace Suburban Bus Disparity Study 2015, Colette Holt & Associates, 2015, at 96. These statistics make clear why it's so incredibly difficult for women and minorities to get ahead in business—and why the DBE Program is so necessary.

RECOGNIZING THE RETIREMENT
OF POLICE CHIEF BARRY BAR-
NARD OF PRINCE WILLIAM
COUNTY AFTER 44 YEARS OF
PUBLIC SERVICE

HON. ROBERT J. WITTMAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. WITTMAN. Madam Speaker, I rise today in recognition of the Retirement of Police Chief Barry Barnard of Prince William County after 44 Years of Public Service. Barry Barnard was selected as police chief in 2016, and has served in the Prince William County Police Department since 1976.

Police Chief Barry Barnard joined the Prince William County Police Department as an officer in patrol. Barnard served as an officer in patrol until 2000, when he was named an assistant chief of police. In 2009, Barnard was appointed as the deputy chief of police in 2009, and held the position of acting chief of police in 2012, before becoming Chief of Police in 2016.

Police Chief Barry Barnard's long history with the Prince William County Police Department shows his dedication and loyalty to his community. Throughout his time as police chief, Barnard was committed to providing efficient and interactive police service to the residents of Prince William County. He served as the final authority in all matters of policy operations and discipline.

Barnard committed to the principles of integrity and trust during his time with the Prince William County Police Department, and he believes that honesty and equality in delivery of police services is essential. Barnard is a strong example of what public service should look like, and he is leaving a strong and positive legacy on the Prince William County Police Department.

Therefore, Madam Speaker, I ask that you rise with me in recognizing Prince William County Police Chief Barry Barnard's public service and dedication to his community in the First District of Virginia.

EMERGENCY HOUSING PROTEC-
TIONS AND RELIEF ACT OF 2020

SPEECH OF

HON. MAXINE WATERS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, June 29, 2020

Ms. WATERS. Mr. Speaker, I include in the RECORD the following letters:

1. A letter on behalf of 600 organizations in support of the housing provisions included in the Heroes Act, which are the same provisions included in the bill we are considering today, H.R. 7301.

2. A letter on behalf of over 800 national, state, and local organizations in support of H.R. 6820, the Emergency Rental Assistance and Rental Market Stabilization Act of 2020, which is also included in H.R. 7301.

3. A letter from the National Urban League in support of H.R. 7301.

4. A letter from the Consortium for Citizens with Disabilities Housing Task Force in support of H.R. 7301.

5. A letter from the National Alliance to End Homelessness in support of H.R. 7301

JUNE 29, 2020.

Hon. MITCH MCCONNELL,
Washington, DC.

Hon. CHUCK SCHUMER,
Washington, DC.

Hon. NANCY PELOSI,
Washington, DC.

Hon. KEVIN MCCARTHY,
Washington, DC.

DEAR MAJORITY LEADER MCCONNELL, MINORITY LEADER SCHUMER, SPEAKER PELOSI, AND MINORITY LEADER MCCARTHY: We, the National Low Income Housing Coalition on behalf of more than 600 national, state, and local organizations across the country, urge you to immediately enact the critical housing investments and protections included in the "Emergency Housing Protections and Relief Act of 2020" (H.R. 7301) and the "Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act" to address the health and housing needs of America's lowest-income renters and people experiencing homelessness during and after the coronavirus pandemic. Every day that Congress waits to enact this vital legislation, policymakers put millions of low-income people—including seniors, people with disabilities, families with children, low-wage workers and other individuals who were already struggling to pay rent before the current pandemic—at risk of eviction and homelessness. Without the protections and resources in H.R. 7301 and the HEROES Act, our nation will see an increase in homelessness as renters lose their homes.

The "Coronavirus Aid, Relief, and Economic Security Act (CARES Act)" included \$12 billion in housing and homelessness resources and other critical protections for low-income renters. This bill was an important first step, but far more resources are needed to protect those individuals living on the brink. While the CARES Act's stimulus checks and expanded unemployment benefits will certainly help, they only last a short duration, many people with the greatest needs are facing challenges in accessing these resources, and even those who were successful in receiving these benefits will still be severely rent-burdened and at risk of homelessness unless Congress provides targeted assistance.

Even before the pandemic, people of color were significantly more likely than white people to experience housing instability,

evictions, and homelessness, the result of centuries of institutional racism and economic inequity. People of color will also likely experience greater burdens in the aftermath of the acute crisis. In addition to facing higher mortality rates, people of color are more likely to be impacted by job insecurity, food insecurity, housing instability and homelessness.

HOMELESS ASSISTANCE FUNDS

To address these challenges, H.R. 7301 and the HEROES Act provide the full \$11.5 billion needed to prevent and respond to outbreaks among people experiencing homelessness, who are at a higher risk of severe illness and death due to the disease. People who are homeless and contract coronavirus are twice as likely to be hospitalized, two to four times as likely to require critical care, and two to three times as likely to die than others in the general public. If unchecked, as many as 20,000 people who are homeless could require hospitalization and nearly 3,500 could die. This has enormous implications for individuals, their communities, and our already overstretched hospital systems. These funds are needed to minimize the number of people living in homeless encampments and congregate shelters and identify alternative space, including hotels, for isolation and self-quarantine.

NATIONAL, UNIFORM MORATORIUM ON EVICTIONS

The HEROES Act and H.R. 7301 include a uniform, 12-month eviction and foreclosure moratorium policy to protect all renters and homeowners at a time when our collective health depends on each of us staying home. In the CARES Act, Congress instituted a shorter, temporary moratorium for only some renters and homeowners in federally subsidized housing. NLIHC created a searchable database and map to help renters determine whether they are protected under the CARES Act, but these tools are not complete because not all data is publicly available. States and localities have also instituted their own eviction and foreclosure moratoriums, creating a patchwork of responses—many of which expire in the coming weeks—that provides relief to only some and creates confusion that has allowed some landlords to move forward with illegal evictions.

EMERGENCY RENTAL ASSISTANCE

To help keep low-income seniors, people with disabilities, families with children, low-wage workers, and other individuals stably housed, the HEROES Act and H.R. 7301 include the “Emergency Rental Assistance and Rental Market Stabilization Act” proposed by Senator Sherrod Brown (D-OH), Congresswoman Maxine Waters (D-CA), Congressman Denny Heck (D-WA), and 145 House cosponsors and 35 Senate cosponsors to provide \$100 billion in emergency rental assistance.

Research from the National Low Income Housing Coalition estimates that at least \$100 billion in emergency rental assistance is needed. Emergency rental assistance provides direct support to renters in need—including those who have lost jobs or wages due to the pandemic—to help them shelter in place and avoid housing instability. A moratorium on evictions offers renters some important protections, but rent arrears will accumulate. People who have lost income as a result of the pandemic will struggle to cover large sums of back-rent once it comes due. Without emergency rental assistance, these households will face the destabilizing impacts of evictions and, in worst cases, homelessness, with enormous negative consequences for individuals, their communities, and our economy. Emergency rental assistance is also necessary to ensure the continued viability of our country’s essential affordable housing infrastructure.

The HEROES Act and H.R. 7301 also provide an additional \$13 billion to further address housing instability, including 100,000 new emergency housing vouchers targeted to people with the greatest needs, including people experiencing or at risk of homelessness and survivors of domestic violence.

We urge you to immediately enact to immediately provide the critical resources and protections included in H.R. 7301 and the HEROES Act to prevent evictions and homelessness and promote housing stability among those individuals with the greatest needs during and after this crisis.

JUNE 29, 2020.

Hon. MITCH MCCONNELL,
Washington, DC.

Hon. NANCY PELOSI,
Washington, DC.

Hon. CHUCK SCHUMER,
Washington, DC.

Hon. KEVIN MCCARTHY,
Washington, DC.

DEAR MAJORITY LEADER MCCONNELL, MINORITY LEADER SCHUMER, SPEAKER PELOSI, AND MINORITY LEADER MCCARTHY: We, the National Low Income Housing Coalition on behalf of more than 800 national, state, and local organizations across the country, urge you to address in the next coronavirus relief package the urgent health and housing needs of America’s lowest-income renter households—8 million of which were struggling to pay rent and make ends meet before the current coronavirus pandemic and who now are facing increased risks of evictions and homelessness. To avert a surge in evictions and homelessness, we urge you to include in any comprehensive coronavirus relief package the Emergency Rental Assistance and Rental Market Stabilization Act proposed by Senator Sherrod Brown (D-OH), Congressman Denny Heck (D-WA), and Congresswoman Maxine Waters (D-CA) to provide \$100 billion in emergency rental assistance to help keep America’s low-income seniors, people with disabilities, families with children, low-wage workers, and others stably housed during this crisis.

The “Coronavirus Aid, Relief, and Economic Security Act (CARES Act)” included \$12 billion in housing and homelessness resources and other critical protections for low-income renters. This bill was an important first step, but far more resources are needed to protect those individuals living on the brink. While the CARES Act’s stimulus checks and expanded unemployment benefits will certainly help, they only last a short duration, many people with the greatest needs are facing challenges in accessing these resources, and even those who were successful in receiving these benefits will still be severely rent-burdened and at risk of homelessness unless Congress provides targeted emergency rental assistance. Research from the National Low Income Housing Coalition estimates that at least \$100 billion in emergency rental assistance is needed.

Even before the pandemic, people of color were significantly more likely than white people to experience evictions and homelessness, the result of centuries of institutional racism and economic inequity. People of color will also likely experience greater burdens in the aftermath of the acute crisis. In addition to facing higher mortality rates in their communities, the economic impact of COVID-19 will likely increase rates of job insecurity, food insecurity, housing instability and homelessness.

Emergency rental assistance provides direct support to people who have lost jobs to help them shelter in place and avoid housing instability during and after the pandemic. Temporary moratoria on evictions offer temporary protections for some renters, but rent

arrears will accumulate. People who have lost income as a result of the COVID-19 outbreak will struggle to cover large sums of back-rent once it comes due. Without emergency rental assistance, these households will face the destabilizing impacts of evictions and, in worst cases, homelessness, with enormous negative consequences for individuals, their communities, and our economy. Emergency rental assistance is also necessary to ensure the continued viability of our country’s essential affordable housing infrastructure.

In enacted, the Emergency Rental Assistance and Rental Market Stabilization Act would provide states, localities, territories, and tribes with flexible resources to provide direct support to households in need with short- and medium-term rental assistance or to cover up to 6 months of back rent and late fees. The funds may also be used to stabilize households by helping to address the cost of security deposits and utility deposits and payments, among other expenses. These funds are designed to reach people in need quickly and directly; half of the funds must be allocated to states and local governments within 7 days. The Emergency Solutions Grants program utilized in this legislative proposal was modeled by Congress on the Homelessness Prevention and Rapid Re-housing (HPRP) program created and used successfully in the aftermath the 2008 financial crisis.

We urge you to include in any comprehensive coronavirus relief package the Emergency Rental Assistance and Rental Market Stabilization Act to prevent evictions and homelessness and promote housing stability among those individuals with the greatest needs during and after this crisis.

NATIONAL URBAN LEAGUE,

JUNE 29, 2020.

House of Representatives,
Washington, DC.

DEAR REPRESENTATIVES: On behalf of the National Urban League and our 90 affiliates across 36 states, I write to express strong support for the important housing assistance provisions included in the “Emergency Housing Protections And Relief Act of 2020” (H.R. 7301). As Congress considers further legislation to help combat the many devastating economic impacts of the novel coronavirus (COVID-19) pandemic, passage of the sweeping housing assistance measures included in H.R. 7301 will be crucial to ensuring that American families are given the tools they need to adequately navigate this unprecedented crisis. We urge members to vote in favor of this legislation when it comes to the House floor for a vote.

As you know, the collapse of our nation’s economy due to the COVID-19 pandemic marked a formal end to 128-months of economic expansion that started when the U.S. began recovering from the depths of the 2008 financial crisis, and the beginning of another prolonged downturn. The Congressional Budget Office estimates that the COVID-19 pandemic will shrink the size of the U.S. economy by roughly \$8 trillion over the next decade.

The worsening economic outlook will unfortunately lead to even higher unemployment, lower wages, and significantly less income for working families nationwide, many of whom were struggling to make ends meet long before the pandemic hit. According to a May 2020 survey released by the Federal Reserve, nearly 40% of U.S. adults reported lacking enough savings or cash on hand to cover an unexpected emergency of \$400 or more without needing to borrow. Additionally, 32% of all U.S. renters reported being unable to pay their full rent last month while more than 4.2 million homeowners

needed to request forbearance on their mortgages due to COVID-19 related financial hardships. Without additional legislation from Congress, our nation may soon face unprecedented levels of evictions and foreclosures that will increase homelessness and ultimately many harm our economic recovery.

The housing assistance protections included as part of H.R. 7301 are particularly important in light of the many financial challenges homeowners and renters nationwide will continue to face as a result of this pandemic. As such, the bill's inclusion of \$100 billion for the creation of an emergency rental assistance fund aimed at helping renters meet financial obligations such as rent, property taxes, property taxes, and unpaid utilities will be crucial to ensuring a faster recovery for workers takes place after this pandemic has subsided. The extension of existing federal eviction moratoriums through at least March 2021 will also provide important assurances for families faced with COVID-19-related financial hardships during these challenging times.

As Americans continue to face economic circumstances that threaten their financial and housing insecurity, the bill's inclusion of additional resources for federally assisted housing programs such as public housing and Section 8 will help keep them affordable and available to those who need them. Moreover, the dedication of \$11.5 billion in funding for homeless assistance grants to help ensure that Americans experiencing homelessness during this difficult time will also be able to receive access to the necessary health services they need while following social distancing guidance rules.

As the outbreak of the corona virus pandemic continues to bring about unprecedented declines in economic productivity across the entire U.S. economy, homeowners and renters nationwide will need help combating the devastating economic effects of this crisis. To this end, we are especially pleased that the bill includes \$100 million in funding to the Department of Housing and Urban Development's (HUD) Housing Counseling Assistance program (Section 109) will be crucial to ensuring that Americans have access to the necessary housing information and resources they need to secure affordable housing or avoid foreclosure on their homes.

We are especially pleased that the housing counseling provision in this bill is modeled after the National Foreclosure Mitigation Counseling (NFMC) program, which Congress created in response to the 2008 financial crisis to assist homeowners who were at risk of foreclosure. As you know, the NFMC program proved uniquely successful in helping stabilize U.S. households during the worst economic crisis since the Great Depression. In its 10 year reign, the program provided individualized counseling and education services to more than 2.1 million Americans who needed advice on things such as how to receive a loan modification on their mortgage from their lender, avoid serious delinquency or foreclosure, or purchase a home.

As one of a number of HUD-approved housing counseling intermediaries that received funding through NFMC, the National Urban League's 90 affiliates across 36 states played a vital role in providing struggling families with services such as foreclosure prevention counseling, rental counseling, homelessness prevention counseling, how to and fair housing education.

Homeowners and renters nationwide who are facing difficult economic times will need precisely this kind of advice on what their available options are for withstanding the difficult economic challenges that lay ahead. This is particularly true for minority and underserved potential homebuyers for whom

housing counseling assistance has traditionally proved immensely helpful when it comes to wealth-building and homeownership opportunities. For example, from 2009-2015, over 12.2 million Americans received housing counseling assistance from HUD-approved counselor; 45% of those received counseling were racial minorities while 71% of had low or moderate incomes.

Housing counseling is particularly vital during times of crisis when unscrupulous actors in the financial marketplace typically seek to further exploit the most financially vulnerable in our society. For many families, being able to speak with a housing counselor to ask questions about how to avoid foreclosure may be the difference between being homeless or staying in their homes during and after this unprecedented crisis.

Given that the purchase of a home is still the single most significant financial decisions most Americans will make in their lifetime, housing counseling should continue to be widely available to help families make better and more-informed decisions during challenging economic times. To this end, the National Urban League urges members to vote in favor H.R. 7301 when it comes to the House floor for a vote.

Should you have any questions, please feel free to contact Julius Niyonsaba at the National Urban League. Thank you for your attention and consideration on this important matter.

Sincerely,

MARC H. MORIAL,
President and CEO,
National Urban League.
CCD,

CONSORTIUM FOR CITIZENS WITH
DISABILITIES,

June 29, 2020.

Re: H.R. 7301, the Emergency Housing Protections and Relief Act of 2020

Hon. MAXINE WATERS, Chair,

Hon. PATRICK MCHENRY, Ranking Member,
Committee on Financial Services,

House of Representatives, Washington, DC.

DEAR CHAIR WATERS AND RANKING MEMBER MCENRY: On behalf of the Consortium for Citizens With Disabilities (CCD) Housing Task Force, we are writing to offer our enthusiastic support for the Emergency Housing Protections and Relief Act of 2020 (H.R. 7301). CCD is the largest coalition of national organizations working together to advocate for Federal public policy that ensures the self-determination, independence, empowerment, integration and inclusion of children and adults with disabilities in all aspects of society; the CCD Housing Task Force focuses on expanding access to decent, safe and affordable rental housing for people with disabilities.

H.R. 7301 is particularly well-timed in responding to the current COVID 19 pandemic. Many people with disabilities are especially vulnerable to increase rates of infection and death from the virus, and in need of stable housing options in order to stay safe and healthy. The extended moratorium on eviction proceedings is crucial to preventing homelessness and housing instability. In addition, the inclusion of \$200 million in funding for the Section 811 program will serve as a critical resource to expand access to affordable rental housing for non-elderly people with disabilities, and help existing multifamily properties address the needs of their tenants to adhere to the CDC guidelines for self-distancing and quarantining when needed. Overall, the package of housing-related provisions in the bill are urgently needed protect the people with disabilities and their families who are at risk during this pandemic.

Thank you for your leadership in responding to the affordable rental housing needs of

low-income Americans during this public health crisis. The CCD Housing Task Force urges all House Members to support H.R. 7301.

Sincerely,

CCD HOUSING TASK FORCE
CO-CHAIRS,
MOLLY BURGDORF,
The Arc of the United States.

ANDREW SPERLING,
National Alliance on Mental Illness.

NATIONAL ALLIANCE
TO END HOMELESSNESS,
Washington, DC, June 29, 2020.

Hon. MAXINE WATERS,
Chairwoman, House Committee on Financial Services,
Washington, DC.

DEAR CHAIRWOMAN WATERS: On behalf of the National Alliance to End Homelessness, which is a nonpartisan, mission-driven organization committed to preventing and ending homelessness in the United States, I strongly endorse the Emergency Housing Protections and Relief Act (H.R. 7301), a thoughtful and comprehensive approach towards addressing the serious health and economic consequences of the COVID-19 pandemic, which will be considered by the House of Representatives later this month.

That this legislation was already approved by the House as part of the massive Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act (H.R. 6800) may make it anti-climactic to some. However, I commend you for seizing the opportunity to focus national attention during this public health emergency on homelessness and housing issues specifically, thus increasing the prospects that the federal government will provide additional meaningful assistance to homeless and unstably-housed Americans later this Summer.

Your bill includes many helpful provisions, but please allow me to single out three:

1. Section 201 would authorize an additional \$11.5 billion in Emergency Solutions Grants (ESG) to help homelessness services providers safely shelter and quarantine homeless Americans and help a substantial fraction of them move into permanent housing. This is a natural extension of the bipartisan Coronavirus Aid, Relief and Economic Recovery Security Act (P.L. 116-136), which provided the homelessness system with a crucial \$4 billion in initial ESG funding.

Homeless Americans are twice as likely to be hospitalized, two to four times as likely to require critical care, and two to three times as likely to die than the general population. Section 201 would allow providers to safely shelter homeless Americans in adapted or new facilities and quarantine the most vulnerable homeless Americans in motels.

ESG would also be used by providers to pay for the additional staff required to meet the increased demand for services and the loss of volunteers due to the virus as well as the additional supplies required during a pandemic, including testing, soaps, sinks, toilets, gloves, masks, personal protective equipment, food, and cleaning supplies.

ESG would allow providers to continue to serve unsheltered homeless Americans—those who cannot come inside, usually because of inadequate shelter capacity—which has never been more important because of public health concerns. However, such outreach has also become more difficult, more expensive, and more dangerous than ever before.

Finally, ESG would allow providers to move a significant fraction of homeless Americans into permanent housing through rapid re-housing (RRH), a successful program that combines short-term rental subsidies,

help finding affordable rentals, and some case management. RRH is widely credited with a steep nationwide reduction in family homelessness.

Among homelessness services providers, the operative maxim is: "it's a marathon, not a sprint!" This pandemic will last well into calendar year 2021, and they know their workload will likely get even heavier. Therefore, it is imperative that the federal government sufficiently resource those providers through enactment of Section 201.

2. Section 202 would authorize the establishment of \$1 billion in emergency housing vouchers which could provide permanent housing to homeless Americans, those at risk of becoming homeless, as well as those escaping from domestic violence. With respect to homeless families and individuals, specifically, these vouchers could be used to provide safe spaces to those most vulnerable to the virus—the elderly, the disabled, and the sick—who need deeper subsidies. Additional funding beyond what is provided here will be needed to ensure a permanent housing solution for all homeless people who are elderly or have serious disabilities, and we look forward to working with you to fulfill this need.

3. Section 101 would establish a \$100 billion rental assistance fund in order to prevent a wave of homelessness from sweeping across the nation and overwhelming homelessness services providers. Many renters, who were already spending unsustainable amounts of their incomes on rent, are incurring significant arrearages during state and federal eviction moratoria, and they are in danger of eviction when those moratoria expire.

Your legislation offers homeless and unstably-housed Americans hope and inspiration during this terrible time, so thank you for your extraordinary leadership.

Sincerely,

STEVE BERG,
Vice President for Programs and Policy,
National Alliance to End Homelessness.

BMW PRODUCES 5 MILLION

HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. WILSON of South Carolina. Madam Speaker, South Carolina has become America's number one exporter of autos with the success of BMW and now enhanced with new Volvo production and Mercedes vans. With the vision of the late Governor Carroll Campbell who recruited BMW, thousands of jobs have been achieved at BMW and its suppliers.

The achievements of 5 million produced by BMW was highlighted by The Columbia Business Report of June 22nd:

BMW MANUFACTURING PASSES PRODUCTION
MILESTONE

BMW has made 5 million vehicles in Spartanburg County.

The milestone U.S.-made BMW is a red X5 M Competition equipped with a 617-horsepower M TwinPower Turbo V-8 engine, according to a news release. It was completed June 5 and will remain at the factory to become part of the BMW history collection. Others in the collection include the first car made at the plant.

"You cannot be successful in business if you do not have great products and great people," Knudt Flor, president and CEO of BMW Manufacturing, said in the news release. "This BMW X5 M Competition is a symbol of the success of our products and

the commitment and dedication of our associates and supplier network. Every BMW X5 in the world comes from Plant Spartanburg. We are proud to call South Carolina home."

More than half of the BMW vehicles sold in the United States are built at Plant Spartanburg, according to Bernhard Kuhnt, president and CEO of BMW of North America.

"We cannot overstate the importance of Plant Spartanburg to our sales network," he said in the news release. "BMW Group has long considered the United States to be our second home and we are proud to say that the U.S. is in fact home to the biggest BMW plant in the world. We congratulate our colleagues on this historic achievement."

BMW celebrated 25 years of manufacturing in the Upstate last year, when it built a record 411,620 vehicles. Nearly 70% of the plant's production was exported from 2010-2019. Last year's value of exports was \$9.6 billion, more than any other U.S. carmaker for the sixth consecutive year, according to the news release. The plant has expanded seven times, with \$10.6 billion in investment, and has 11,000 workers on site.

"BMW changed the very fabric of our state's economy when it decided to locate in South Carolina nearly three decades ago," Gov. Henry McMaster said in the release. "That this great company built its 5 millionth American-made vehicle in Spartanburg should be a source of great pride for our people and a reason for celebration. It's one more example of South Carolinians sharing in the success of a company that has become an integral part of our state because of its dedication to our people."

HONORING ALEXANDER TWILIGHT

HON. PETER WELCH

OF VERMONT

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. WELCH. Madam Speaker, I rise today to celebrate the 225th anniversary of the birth of a trailblazing Vermonter, Alexander Lucius Twilight, and to honor his legacy. Alexander was not only the first African American to graduate from a U.S. college or university, but the first African American to serve in a state legislature. In recognition of his contributions and his legacy as a trailblazer, the Vermont legislature passed a resolution in June 2020 marking his birthday, September 23, 2020, as Alexander Twilight Day.

Alexander was born on September 23, 1795 to mixed-race parents. His father, Ichabod Twilight, fought with the Second New Hampshire Regiment in the Revolutionary War. After the war, Ichabod and his wife, Mary, moved to Bradford, Vermont.

Vermont's 1777 constitution prohibited adult slavery, but the letter of the law was not reflected in practice. In the decades following Vermont's acceptance as the 14th state, Black children were still held as slaves and all Black Vermonters continued to face the threat of being kidnapped and sold out of state. Against this backdrop of widespread discrimination, Twilight graduated with a bachelor's degree from Middlebury College in 1823. He is the first known African American to receive a bachelor's degree from any U.S. college or university.

After he graduated, Twilight became a teacher and a minister. He moved to New York to teach and married Mercy Ladd Merrill.

Soon after, he returned to Vermont to run the Orleans County Grammar School in Brownington. To accommodate increasing enrollment, he organized the funding and construction of a new school building to house and educate students. He also served as the local pastor, delivering sermons decrying slavery and supporting temperance. His sermons reveal a man of strong convictions, who viewed human history as a progression towards greater individual freedom guided by conscience.

In 1836, Twilight became "the first" again, this time as the first African American elected to serve in a state legislature. He continued to teach at the Orleans County School and in Quebec until 1855, when a stroke left him paralyzed. He died two years later, on June 19, 1857. The next year, Vermont passed a complete ban on slavery, declaring that anyone who entered the state was free.

Today, Twilight's house, the school where he taught, and the dormitory he built still stand as part of the Old Stone House Museum in the Brownington Historic District. His legacy as an educator lives on through the Museum, where his ideals are reflected in the museum's educational programs, community services and his personal collection. Twilight's memory is etched in Vermont's higher learning institutions, such as Middlebury College's Alexander Twilight Hall and Alexander Twilight Auditorium at Northern Vermont University—Lyndon.

I hope that Alexander Twilight will continue to be remembered and celebrated as a pioneer who persevered against long odds. He should also serve as a reminder of how far we have come as a nation, and how far we still have to go to achieve equality for all Americans, regardless of skin color, race or ethnicity.

PERSONAL EXPLANATION

HON. BRETT GUTHRIE

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. GUTHRIE. Madam Speaker, I was unable to vote in person due to a family commitment. Had I been present, I would have voted NAY on Roll Call No. 130.

IN RECOGNITION OF RAY PETERSEN'S DECADES OF REMARKABLE PUBLIC SERVICE TO UTAH

HON. JOHN R. CURTIS

OF UTAH

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. CURTIS. Madam Speaker, I rise to congratulate Mr. Ray Petersen on a remarkable career of indispensable service to the great State of Utah. By virtue of Ray's enduring commitment to overseeing proper land management practices, Emery County flourishes with beauty and opportunity. The residents of Emery County, and the countless visitors who enjoy the region, have Ray to thank for his 18 years as Emery County's Public Lands Administrator, and his lifetime of public service to rural Utah.

Ray has dedicated his career to addressing critical rural issues. As a fourth-generation

resident of Emery County, Ray understands well the challenges facing rural communities and the profound impact that federal, state, and local policy decisions have on the livelihoods of so many. In his role as Emery County Public Lands Administrator, Ray was consequential in assisting policymakers—from the county commission to the federal government—reconcile differences and find solutions for the county's land management, whose expansive plans fall heavily under state and federal domain.

Sustained opportunity and access to Emery County's lands are paramount for its economic vitality, particularly to its agriculture, recreation and tourism industries, and its local mining, gas and oil development. Ray has helped these key local industries navigate the challenges and opportunities of land management issues, to find compromise and success.

A fitting final accomplishment to his career, Ray was instrumental in helping Utah's congressional delegation secure a victory for Emery County and the state's public lands as the Emery County Public Lands Management Act was signed into law. This legislation marked the culmination of years of collaboration and cooperation with local partners and officials, ensuring ongoing uses will be enjoyed in Emery County without fear of a potential national monument designation from D.C., and consolidation of Utah trust lands that will generate millions in revenue for our school kids. It also included long-sought local land transfers to meet city government needs while expanding Goblin Valley State Park, a truly unique place that will now be better managed for future generations.

Ray Petersen has championed rural lands issues of extraordinary significance to Utah throughout his esteemed career. Our great state owes him a debt of gratitude for three decades of selfless public service. I thank Ray.

CONGRATULATING MS. ELIZABETH
CARR

HON. FILEMON VELA

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. VELA. Madam Speaker, I rise today to recognize Ms. Elizabeth Carr for receiving the 2020 Outstanding Teaching of the Humanities Award presented by Humanities Texas.

Humanities Texas presents annual statewide awards to encourage excellence in teaching and recognize Texas teachers who have made exemplary contributions in teaching, curriculum development and extra-curricular programming. Ms. Carr was one of 16 teachers selected to be recognized, competing against an application pool of over 700 educators. Along with this prestigious award, Ms. Carr will also receive a \$5,000 prize and a supplementary sum of \$1,000 designated to help her school further humanity-based education.

Ms. Carr has been a teacher for almost fifteen years, and currently teaches U.S. History and World Geography at South Texas ISD Medical Professions High School. Her work to promote high-quality and equitable education to students in my district is admirable and critical in ensuring our students are well-prepared once they complete high school.

Madam Speaker, I send my sincerest congratulations to Ms. Elizabeth Carr for earning the highly prestigious Outstanding Teaching of the Humanities Award. Her dedication to her students and passion for the humanities is commendable, and her contributions to South Texas students and the school district will reverberate for years to come.

INVESTING IN A NEW VISION FOR
THE ENVIRONMENT AND SUR-
FACE TRANSPORTATION IN
AMERICA ACT

SPEECH OF

HON. GRACE F. NAPOLITANO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 30, 2020

Mrs. NAPOLITANO. Mr. Speaker, I rise in strong support for H.R. 2, the Moving Forward Act.

I want to thank Chairman DEFazio, Chairwoman NORTON and Chairman LIPINSKI for their tremendous work on the Surface Transportation portions of this bill. I would also like to thank the leadership for including water provisions from my Water Resources and Environment Subcommittee, and thank Chairman GRIJALVA for including my water recycling bill from the Natural Resources Committee in this package.

Mr. Speaker, the surface transportation section of this bill will make a significant impact in improving American lives by reducing commute times, increasing safety on our highways, bridges, buses and rails, and improving our environment.

As the senior Californian on the Committee, I am proud that this bill will provide \$37.5 billion in transportation funding for California, including \$26.5 billion for Highway projects and \$11 billion for Transit.

H.R. 2 includes important provisions I have worked on to improve transportation in the San Gabriel Valley, California, and our nation. These provisions are:

A new Transit Worker Protection Program providing \$60 million per year for transit agencies to work with transit unions to identify and implement transit worker safety measures such as bus driver barriers and blind spot removals. This will improve security and safety for all passengers, the bus drivers, and pedestrians. This program is based on my bill H.R. 1139, the Transit Worker Protection Act.

The bill includes a provision to allow local transportation agencies and cities to give preference to our local residents when hiring workers for transportation projects. With Southern California raising incredible funds for local transportation projects, taxpayers in our region should be given preference to work on the local projects they are paying for. This will allow that.

\$2.5 billion for a new highway rail underpass construction program (known as a grade separation grant program). This was created after we had the San Gabriel Valley Council of Governments testify earlier this year regarding the importance of highway rail safety and the very successful Alameda Corridor East underpass construction program in my region. This will create important safety and commuter benefits by separating the rail line from the roadway.

\$1.725 billion for electric bus purchases. This is important to Foothill Transit and LA METRO in my district who are rapidly purchasing electric buses for their fleet. It also helps these transit agencies with funding the electric charging infrastructure and the maintenance of these new-age buses. This will also support the workers in the electric bus industry including my constituents who work at Proterra bus company in Industry, CA. We must continue to improve the air quality of our region with clean bus implementation.

\$7 billion for bicycle, pedestrian, and safe routes to school projects. Many of the residents and cities in the San Gabriel Valley use this funding to improve bike trails and walkways that allow students and workers to safely get to school, work, and the Metro station or bus stop.

The bill updates competitive grant funding requirements for transportation grants so that projects in the San Gabriel Valley have a better chance of being selected based on the merit of their applications. Southern California transportation projects such as the 57/60 confluence project and the Alameda Corridor East Highway Rail grade crossing separation projects are the highest ranked projects in the country but consistently get overlooked because of politics. This bill makes the grant requirements more associated with project quality and less by politics.

The bill allows states to use federal transportation funds to build suicide barriers on bridges. Studies show that the vast majority of suicides on bridges are because of a sudden impulse, and if a barrier were erected the person would not continue with a suicide attempt. This is based on my bill with Rep. BEYER of Virginia called the Barriers to Suicide Act (H.R. 4309).

The bill includes a provision that would require the Department of Transportation when working with local agencies on transit oriented development projects to address homeless housing assistance. The expansion of the Gold Line in my district has created important housing opportunities for residents that could be used to also address the homeless crisis we are facing in the San Gabriel Valley.

The bill creates a Truck Driver Leasing Task Force that is based on a bill I introduced last Congress, H.R. 4144, the Port Truck Driver Bill of Rights. This will focus federal regulators and policy experts on creating solutions to controversial leasing arrangements in the trucking industry that are especially found at the Ports of Los Angeles and Long Beach. These illegal tactics by some trucking companies underpay truck drivers by forcing them into leasing arrangements that require them to work long hours without abiding by minimum wage laws, let alone reasonable pay and benefits. This task force will address these unfair practices against workers.

The bill allows electric vehicle charging stations at park-and-ride lots and rest areas located along the highway. Federal law currently prohibits electric vehicle charging stations at these locations and my provision will fix that. This is a huge problem at 20 park-and-ride lots in Los Angeles County including the El Monte Bus Station in my district, which is the largest bus transit station on the West coast. Electric vehicles owners should be allowed to drive to the metro station and charge their car while taking transit.

The bill stops the Trump Administration from threatening to withhold \$250 million annually

in FAA grants to California airports and divert \$70 million in CA State and Local general sales taxes away from their intended purpose. This provision was included in my amendment on the House floor that is the same as my bill H.R. 2939, the State and Local General Sales Tax Protection Act. This restores 29 years of FAA policy that the restriction on aviation fuel sales taxes for aviation purposes is based on excise taxes and not general sales taxes. This will allow the State of California, California Counties and California cities to continue to spend their general sales tax revenues on their voter approved purpose.

An additional amendment of mine was adopted on the floor to protect the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program from being raided by other programs. TIFIA is incredibly important to Southern California as we are able to use this low cost financing with our Measure R, Measure M, and SB1 money to speed up transportation projects so they are completed now instead of 30 years from now. This means Southern California residents, businesses, and commuters get the benefits of these highway, transit and rail improvements today instead of waiting for future funding cycles. This also saves money in the long run by shortening the time value of the costs of construction.

H.R. 2 also includes important provisions from the Water Resources and Environment Subcommittee which I chair that would provide federal assistance to clean water projects, water supply projects, and environmental improvements and recreation. These include:

Reauthorizes the Clean Water State Revolving Fund at \$40 billion over five years to construct water treatment systems that address today's water challenges to clean up our rivers, streams, lakes and ocean for improved drinking water, recreation, and the environment.

Authorizes \$5.6 billion for clean water act grant programs (including \$1 billion for treatment of PFAS chemicals and other emerging contaminants) that can provide direct assistance to local water agencies.

Authorizes \$3.4 billion to reauthorize various regional water programs over the next five years that the subcommittee recently passed, which include: the National Estuary Program, the San Francisco Bay Program, the Puget Sound Program, the Great Lakes Program, the Chesapeake Bay Program, and the Lake Pontchartrain Program.

Appropriates \$10 billion to the Army Corps of Engineers for construction projects for flood control, navigation, and environmental restoration. This funding could be used to perform the Whittier Narrows Dam renovation project that will protect Southern California from major flooding events.

Appropriates \$5 billion for operation and maintenance of Army Corps projects which can be used on the Los Angeles, San Gabriel and Rio Hondo rivers to improve the river landscape and maintain proper flood control.

The Natural Resources Committee has included in H.R. 2 my bill, H.R. 1162, the Water Recycling Investment and Improvement Act. This will increase the authorization for the Bureau of Reclamation's Title XVI program, which is the most successful and primary water recycling program of the federal government, from \$50 million to \$500 million.

Title XVI provides cost-shared funding for water recycling projects that reclaim and reuse

municipal, industrial, domestic or agricultural wastewater, and, naturally impaired ground or surface waters across the 17 Western states. This grant program has proven to be the most cost-effective in improving water supply by providing long-term savings, while boosting job growth and lowering our reliance on imported potable water.

By increasing Title XVI's authorization from \$50 million to \$500 million, it gives local water agencies the necessary funding to increase capacities for existing recycling plants or create new cost-effective projects to boost water supplies.

Since 1992, Congress has authorized 53 Title XVI recycling projects, producing more than 400,000 acre-feet of drought-resistant water supply. Unfortunately, due to the lack of funding, there is a backlog of almost \$1 billion dollars for congressionally authorized Title XVI projects—demonstrating a clear need to continue and expand funding.

Not only do these projects create jobs and boost our local economies, farms, and businesses, but Title XVI projects can be brought on-line with "wet" water, not paper water, in as little as two years. These projects provide long-term savings, which is why water districts and sanitation agencies are overwhelmingly supportive of this program.

With almost 50 percent of the country in drought and demands for clean water increasing especially during this pandemic, Congress must look towards programs that further drought proof our drinking water, irrigation, and recreation water supplies. As we work to explore new ways to expand our water portfolio and safeguard our local communities from future shortages and drought, it is imperative that Congress adequately fund, promote and expand water recycling infrastructure projects.

Mr. Speaker, before I close, I would like to thank the cities, transportation agencies and water agencies in my district and state that were integral at informing the Congress of their concerns and ideas for infrastructure policy.

I would particularly like to thank Mark Christoffels for testifying before the Transportation and Infrastructure Committee regarding railroad safety issues, and his colleague Paul Hubler who is also Chair of the Coalition for America's Gateways and Trade Corridors.

I would like to thank my local transit leaders for giving expert advice on transit issues and the improvements to transit we were able to make in this bill. This includes Phil Washington, Raffi Hamparian and Michael Davies from Los Angeles Metro, and Doran Barnes and David Reyno from Foothill Transit.

And I would like to thank the San Gabriel Valley Council of Governments and our local city leaders who advocated for increased urban mobility with first and last mile solutions such as pedestrian walkways, bike paths, and improved bus and rail service. They also encouraged us to do more on transit-oriented development and address homelessness which we were able to accomplish in this bill.

Mr. Speaker, I hope members appreciate the amazing work done by our Committee Chairs and Committee staff on this important infrastructure bill. They have spent countless hours, long weekends and many late nights putting this bill together through the odd working conditions of a pandemic. I would particularly like to thank my incredible water sub-

committee staff Alexa Williams, Camille Touton, Navis Bermudez, and Ryan Seiger. I would also like to thank the staff who worked with me on provisions important to California including Helena Zyblikewycz, Garrett Gee, Jackie Schmitz, Auke Mahar-Piersma, Andrea Wohleber, and Matthew Muirragui.

PERSONAL EXPLANATION

HON. MIKE GALLAGHER

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. GALLAGHER. Madam Speaker, I am back home in Green Bay, Wisconsin on paternity leave with my family.

Had I been present, I would have voted Yea on Roll Call No. 123; Nay on Roll Call No. 124; Yea on Roll Call No. 125; Nay on Roll Call No. 126; Yea on Roll Call No. 127; Nay on Roll Call No. 128; and Nay on Roll Call No. 129.

IN CELEBRATION OF PASTOR JERRY HATTER

HON. DEBBIE DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mrs. DINGELL. Madam Speaker, I rise today to offer my heartfelt congratulations to Pastor Jerry Hatter as he celebrates his retirement from the pastoral ministry at Brown Chapel African Methodist Episcopal (AME) Church.

After a 23-year career at Ford Motor Company in finance and accounting, Pastor Jerry Hatter entered into the Christian ministry full time. In August 1991, Pastor Hatter was appointed to serve as the 43rd pastor of Brown Chapel AME Church by Bishop Haskell Mayo. In the years since, Pastor Hatter has led to the church to unimaginable new heights and has nurtured, supported, and welcomed the entire Ypsilanti religious community in his ministry. Under his spiritual leadership, Brown Chapel created the Daniel Payne Scholarship Fund, began a Child Care Ministry, established Brown Chapel Foundation, Inc., and partially sponsored a Habitat House, to name a few of the church's numerous accomplishments. Throughout the years, Pastor Hatter has also led Brown Chapel through some of its most incredible milestones, like the church's 150th and 175th anniversaries, and the completion of the new church edifice in 1999.

Pastor Hatter uses his faith to support his local community. In the early 1990s, Pastor Hatter and Brown Chapel became one of Food Gatherer's first partners. Determined to battle hunger in Michigan, Pastor Hatter promoted thoughtful collaboration among his congregation to determine ways to address the root causes of food insecurity. Since, Pastor Hatter has been active in a variety of other outreach programs that uplift the underprivileged and give them the resources they need to lead healthy, fulfilling, and dignified lives. His passion for service even took him to India, where he embarked on a mission trip in 2013. To date, Pastor Hatter has held membership

in several organizations and boards, including the Hope Clinic, SOS Community Services, Turner Geriatric Advisory Board, WCSO Ministerial Advisory Team, and Southeastern Michigan AME Minister's Alliance, and continues to seek out opportunities to help people navigate spiritual, emotional, or physical issues. Moreover, Pastor Hatter is mentor to many and particularly strives to assist younger generations in developing their relationships with the church and God. He is involved in the Mentor2Youth program that empowers youth to excel in life, academics, and work, and was honored by the organization for his tremendous accomplishments in the community.

Among his friends, family, peers, and congregation, Pastor Jerry Hatter is recognized as a dedicated and spirited leader who humbly strives to make the world a better place. As the longest-serving pastor in Brown Chapel AME Church's history, Pastor Hatter has preached at a variety of prestigious celebrations across Michigan and implemented a number of successful faith-based programs. In times of divisiveness and strife, Pastor Hatter has been the voice of reason, and he has been an unwavering advocate of the entire religious community. Without a doubt, Pastor Hatter has demonstrated what a true servant of God should endeavor to be. He provides a clear example of selfless love and compassion that encourages others to live a life of purpose, integrity, and virtue. His commitment to the word of God has left a positive mark on Brown Chapel and the community beyond.

Madam Speaker, I ask my colleagues to join me in celebrating the retirement of Pastor Jerry Hatter from the pastoral ministry at Brown Chapel AME Church. In addition to being a faithful leader, Pastor Hatter was a friend who was deeply valued, cherished, and respected by John Dingell. His devotion to God continues to make a difference, and his legacy at Brown Chapel AME Church is one that will never be forgotten. Although we are sad to see him go, we are all grateful for his years of service, his extraordinary work, and his significant community impact.

HONORING COLONEL GREG FORD

HON. JIMMY PANETTA

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. PANETTA. Madam Speaker, I rise today to recognize Colonel Greg Ford for his 24 years of military service and to congratulate him on the occasion of his retirement from the United States Army. Colonel Ford assumed command of Presidio of Monterey (POM) in June 2018 and has served not only the post, but also the broader community with distinction. It has been a privilege to work alongside Colonel Ford over the past two years, and it is my honor to recognize his service on the House floor today.

Colonel Ford earned a bachelor's degree from Western Oregon University in 1996, and was commissioned a Military Intelligence Second Lieutenant through ROTC. He later held numerous assignments within the 101st Airborne, deploying to Operation Iraqi Freedom multiple times between 2001 and 2006. In 2010, Ford transferred to Hawaii where he served as the U.S. Army Pacific G2 Oper-

ations Chief and later as the 25th Infantry Division G2. Between these assignments, Ford deployed to Afghanistan from 2014 to 2015. Upon his return, Ford became a U.S. Army War College Fellow at the Daniel K. Inouye Asia-Pacific Center for Security Studies. From there, he served in the Republic of Korea as the G2 Chief of Operations for the 8th U.S. Army.

In the two years that Colonel Ford served as Garrison Commander at the Presidio of Monterey, he has made a lasting impact on base operations, military families, and the wellbeing of the broader community. He was a leading advocate for Presidio of Monterey Housing residents and worked tirelessly to ensure safe and quality housing to our servicemembers and their families. My office has received countless testimonials from POM residents who credit Colonel Ford with improving their health and safety through his advocacy efforts and direct communication with anyone in need of assistance.

Colonel Ford continuously engaged on the Fort Ord Reuse Authority Board to ensure Army equities and community reuse goals were synchronized. He also worked to strengthen ties between POM and the local community, including organizing rehearsals of the Peninsula Evacuation Plan with the City of Monterey for the first time in a decade.

During his command, Colonel Ford worked with local organizations and leaders to improve support to Gold Star Families, Exceptional Family Members, and Housing Residents. In doing so, he sought ways to integrate local efforts, such as Stonepine Estate, Operation Care and Comfort, and Hayward Scores, to better support the military community.

Most recently, Colonel Ford rose to the challenge as COVID-19 reached the central coast of California. He coordinated with the County and local municipalities to ensure that Garrison actions were synchronized with local efforts. Additionally, Colonel Ford quickly implemented safety measures through POM and held regular virtual townhalls to ensure the Military community remained informed in the midst of the pandemic. His actions undoubtedly contributed to the relatively small impact of COVID-19 within POM.

It has been a pleasure having Colonel Ford and his wife, Mrs. Rebecca Ford, in Monterey for the past two years. Madam Speaker, please join me in congratulating Colonel Ford on his retirement and expressing gratitude for his and his family's many years of honorable service to our country.

COMMEMORATING JAMES "RUSTY" MITCHELL

HON. DEBBIE LESKO

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mrs. LESKO. Madam Speaker, I rise today to commemorate the retirement of James "Rusty" Mitchell from the Department of the Air Force as a civilian employee out of Luke Air Force Base, Arizona.

Mr. Mitchell has been a well-loved and influential member of the military and veteran community for over 25 years. He began his career in the Air Force flying fighter jets and retired

from Active Duty after 22 years as the Commander of the 21st Fighter Squadron at Luke Air Force Base.

During his time in service, Mr. Mitchell acquired a long list of achievements and awards to include the Defense Meritorious Service Medal, Air Force Aerial Achievement Medal, both the Air Force and Army Commendation Medals, and more. Professionally, he has been awarded the Air Force Practice Award and the Valley Peaks Community Partnership Award, to name a few. He also serves on the Board of Directors for Valley Partnership and WESTMARC.

Mr. Mitchell has dedicated the last 17 years to serving the West Valley proactively—promoting the relationships between Luke Air Force Base, nine municipalities, Maricopa County, and the State of Arizona as the Director of the Community Initiatives Team with Luke Air Force Base. The relationships he built on behalf of Luke Air Force Base continue to be critical to accomplishing their mission of "Training the World's Best Fighter Pilots."

I am certain that his efforts improving relationships with communities near bases that are tasked with flight operation missions has enhanced the compatibility of several military bases and their communities across the United States.

On this day, we as a community would like to thank Mr. Mitchell for his service to his country. His impact will be felt not only in the West Valley, but also within the Air Force Community beyond his retirement.

IN RECOGNITION OF JOHN ROUSH'S RETIREMENT

HON. BRETT GUTHRIE

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. GUTHRIE. Madam Speaker, I rise today to congratulate Dr. John A. Roush on his retirement as president of Centre College in Danville, Kentucky.

President Roush often told his students, "Do your best. Be your best. No regrets." I have had the privilege of getting to know President Roush during my time representing Danville and Centre College in Congress, and I can undoubtedly say that President Roush always did his best. I have always admired his work and appreciated his advice, particularly when I served as chairman of the Higher Education subcommittee. During his 22 years at Centre College, he oversaw a 40 percent growth in the student body population, without sacrificing quality of education or Centre's liberal arts values. He has helped build Centre's national reputation. My colleagues might know Centre as the host of not one, but two vice presidential debates during his time as president. President Roush's legacy will live on at Centre College for generations to come.

Today is not only the first day of President Roush's retirement, but also his birthday. I congratulate him on his retirement, and I wish him and his wife Susie the best.

CELEBRATING THE LIFE OF
WILLIAM S. "BUD" LEONARD

HON. BRIAN BABIN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. BABIN. Madam Speaker, I rise today to celebrate the life of William S. "Bud" Leonard. Mr. Leonard left this earth on Monday, June 29, 2020 at the age of 90 years. Mr. Leonard was born in Kingsville, Texas on July 9, 1929, the second child of William and Effie Leonard. His father was an Irish railroad man and his mother a first-generation U.S.-born child of Italian immigrants.

In junior high, Bud met his first love—football, a love affair that would eventually take him through college at Lamar University. It was at Lamar where Mr. Leonard won the heart of the love of his life, his wife Charlene Matthews Leonard whom he married in 1953, embarking on 66-and-a half years of a blessed life together. Shortly after marriage, Mr. Leonard joined the United States Navy where he trained to become an airplane pilot and rose to the rank of Lieutenant. Mr. Leonard earned his Wings of Gold in 1955 and served tours that took him from California to Hawaii, Guam, Japan, and the Philippines before being released from active duty in 1957.

Following Mr. Leonard's active duty, he and his wife returned to Texas in 1958 and settled in Beaumont.

Mr. Leonard began a successful career in advertising and remained close to Lamar University where he was instrumental in forming the Cardinal Club, Ex Letterman's Association and the Cardinal Hall of Honor. In 1974, he was called by Dr. John E. Gray to join the Administration at the University where he remained until his first retirement in 1994 as Vice Chancellor of Development. Following his retirement, he returned for one year to teach at Lamar and then started his own consulting/advertising company which he did until he retired for a second time at age 87.

Lamar honored Mr. Leonard's contribution to the University on and off the field by naming the stadium playing field the W.S. "Bud" Leonard field in his honor. In addition to many other honors he was also named Distinguished Alumnus in 2000.

Closely intertwined with his community, Mr. Leonard served in the Art Museum of Southeast Texas, Neches River Festival and the Greater Beaumont Chamber of Commerce. He and his wife were active members of their beloved Calder Baptist Church for over 60 years where he served as Deacon and a Sunday school teacher.

He is survived by his loving wife Charlene, daughter Joni, son Will and his twin granddaughters, Anne and Claire who were the apples of his eye.

A wordsmith and artist with a servant's heart, Mr. Leonard made the world a better place.

CELEBRATING PRINCE WILLIAM
COUNTY POLICE DEPARTMENT'S
50TH ANNIVERSARY

HON. ROBERT J. WITTMAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. WITTMAN. Madam Speaker, I rise today to celebrate Prince William County Police Department's 50th Anniversary. The Prince William County Police Department is a vital part of the safety and community of the First District of Virginia, and it is an honor to serve as their U.S. Congressman.

In March 1970, the Prince William County Board of Supervisors unanimously passed Resolution 11 to establish a Police Department for Prince William County. On July 1st, 1970, a group of 42 individuals met at the Old Bennett School in Manassas as the first members of the Prince William County Police Department. They started small with limited resources, and have grown into a leading organization within Prince William County and Virginia.

The mission statement of the Prince William County Police Department is to enhance the quality of life by providing police services through shared responsibility with the public. The Prince William County Police Department is committed to protecting constitutional guarantees and impartially enforcing the law. The department does so through integrity, trust, and honesty, all of which they believe are essential to providing exceptional police services.

Therefore, Madam Speaker, I ask that you rise with me in celebrating Prince William County's Police Department's 50th Anniversary. I have full confidence that the department will continue to be an integral part of the wonderful Prince William County community as well as the First District of Virginia.

INVESTING IN A NEW VISION FOR
THE ENVIRONMENT AND SUR-
FACE TRANSPORTATION IN
AMERICA ACT

SPEECH OF

HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 30, 2020

Ms. ESHOO. Mr. Speaker, I rise in support of H.R. 2, the Moving Forward Act, a transformative investment of \$1.5 trillion to create jobs, protect our climate, and modernize our highways, hospitals, schools, broadband connectivity, housing, clean water, and energy infrastructure.

The American Society of Civil Engineers evaluated the state of the nation's infrastructure in 2017 and gave the U.S. a D+ grade. They estimated that we need to invest \$2 trillion more than we are today to bring our infrastructure to a good state of repair. While this is a significant amount, failing to act will lead to an estimated \$4 trillion in lower economic output, including the loss of 2.5 million jobs. With the economy still reeling from the COVID-19 pandemic, this legislation takes on an even greater urgency.

The Moving Forward Act is not only big, it is green. Climate policy is a cornerstone of the

bill because the transportation sector contributes nearly one-third of our country's greenhouse gas emissions. The legislation invests \$100 billion to make our public transit faster, cleaner, and more reliable, taking cars off the road and reducing greenhouse gas emissions. These investments include significant funding for electric buses which will help transit providers such as SamTrans, VTA, and Santa Cruz METRO transition their bus fleets to all zero-emission vehicles by 2040. The bill also provides \$1.4 billion to deploy electric vehicle charging stations across the country, \$8.3 billion for state carbon reduction grants, and \$70 billion to modernize the electric grid to support additional renewable energy, improve energy efficiency, and support an expansive electric vehicle charging network. Together these investments make the Moving Forward Act one of the most significant bills to address climate change ever considered in Congress.

In addition to emission reductions in the transportation and power sectors, the Moving Forward Act also includes significant funding for environmental restoration, including \$125 million for the San Francisco Bay. These funds will support ongoing work to restore habitats for endangered species and protect cities like Mountain View, Palo Alto, and Redwood City from sea level rise. The bill also provides funding to reclaim abandoned coal mines, increase drought resilience, and clean up drinking water contaminated by per- and polyfluoroalkyl substances (PFAS).

I'm pleased that the Moving Forward Act provides \$3.6 billion in guaranteed transit funding for the Bay Area, a 50 percent increase from the last highway bill in 2015. It also adjusts the criteria for several discretionary grants that will make Bay Area transit projects more likely to receive additional federal funding. The dedicated \$2.5 billion for grade separations nationwide will benefit both Caltrain riders and communities along the Caltrain corridor which has 42 at-grade crossings, including the crossing at the top of the California Public Utility Commission's priority list. This funding will be a welcome relief to my constituents who are choking in traffic, with commute times in the Bay Area prior to the pandemic nearly twice as long as they were ten years ago.

The Moving Forward Act also provides \$100 billion to ensure every American has internet connectivity. Tens of millions of Americans across the U.S. still lack basic access to high-quality broadband internet service. Access to high speed internet service is essential in the 21st Century, particularly as Americans are conducting more of their lives online during the COVID-19 public health emergency. I'm pleased that two of my broadband bills are included in this legislation. My bipartisan Nationwide Dig Once Act of 2020 is commonsense legislation that requires the inclusion of conduit—plastic pipes that house fiber optic cables—during federally funded highway construction. My Community Broadband Act protects municipal broadband networks from state laws that thwart the efforts of communities establishing their own networks.

The Moving Forward Act provides \$10 billion for hospitals and community health centers to make critical capital improvements and rebuild their infrastructure to meet the growing demands on these health care facilities, especially during the COVID-19 pandemic. Importantly, the bill also creates a pilot program to

fund upgrades to state and local public laboratories, which are essential to our nation's testing capacity as we work to control and respond to the COVID-19 pandemic.

The infrastructure investments in the Moving Forward Act create good-paying jobs that cannot be outsourced, promote economic growth, reduce our greenhouse emissions, and expand broadband to communities across the country. I'm proud to support this legislation and urge my colleagues to join me in voting for it.

U.S.C. IS AMONG THE TOP 100 WORLDWIDE FOR PATENTS RECEIVED BY FACULTY

HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. WILSON of South Carolina. Madam Speaker, the Columbia Business Report of June 22 reported another success of the University of South Carolina with the leadership of President Bob Caslen.

U.S.C. IS AMONG THE TOP 100 WORLDWIDE FOR PATENTS RECEIVED BY FACULTY

The University of South Carolina ranked among the top 100 universities worldwide for number of U.S. utility patents received by faculty members in 2019, marking the eighth consecutive year the university made the top 100.

USC ranked 90th in the world in 2019 with faculty named as the lead on 31 patents, according to a news release from the university.

The annual list (.pdf) has been published by the National Academy of Inventors and the Intellectual Property Owners Association since 2013. Rankings are based on the number of utility patents granted by the U.S. Patent and Trademark Office that list a university as the first assignee.

"Our faculty's ability to create new technologies and innovate year after year is one of our great strengths as a university," said Bill Kirkland, executive director of USC's Office for Innovation, Partnership and Economic Engagement. "Their continued contributions to scientific discovery ultimately improve the quality of life not just our state, but all over the world."

PERSONAL EXPLANATION

HON. JOHN KATKO

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. KATKO. Madam Speaker, I was not present for the following votes due to a family emergency. Had I been present, I would have voted YEA on Roll Call No. 123; YEA on Roll Call No. 125; YEA on Roll Call No. 127; YEA on Roll Call No. 128; and YEA on Roll Call No. 129.

RECOGNIZING FRANCKY PIERRE-PAUL

HON. LOIS FRANKEL

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Ms. FRANKEL. Madam Speaker, I rise today to recognize Francky Pierre-Paul, a

local hero from Florida's 21st Congressional District that has gone above and beyond as a tireless advocate for the homeless community in Palm Beach County.

Francky has become a familiar and friendly face to those in our community experiencing homelessness. Before COVID-19, Francky would go to John Prince Park once a month with a mobile shower, hold clothing and food drives, and offer haircuts to the people who live there. He would also frequently go to Palm Beach County Commission meetings and speak on behalf of the John Prince Park homeless community. Since the pandemic started, however, Francky has only become more generous with his time. In fact, he has now started going to John Prince Park two-to-three times every day to distribute food and resources to those in need.

Francky's selflessness and compassion during this difficult time is truly humbling. His outstanding work has touched countless lives, and I am so thankful for his dedication to our community. I am proud to honor him today.

HONORING THE EXTRAORDINARY LIFE OF MR. BOBBY J. MORROW

HON. FILEMON VELA

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. VELA. Mr. Speaker, I rise today to pay tribute to the extraordinary life of Mr. Bobby J. Morrow and recognize his achievements as a three-time Olympic gold medalist.

Mr. Morrow was a resident of San Benito, TX for much of his life. He attended San Benito High School, where he excelled athletically in both track and football. Following graduation, Mr. Morrow was a sprinter for Abilene Christian University, where he would go on to break and defend records on the national collegiate scale.

At just 21 years old, Mr. Morrow travelled to Melbourne, Australia, for the 1956 Olympics to represent the United States of America. Mr. Morrow would win three gold medals in the 100-meter dash, 200-meter dash, and 4x100-meter relay—even going so far as to break the world record in the relay, and match it in the 200-meter dash. His success on the collegiate and Olympic levels earned him the Sports Illustrated's title of "Sportsman of the Year" in 1956. He would also collect the Amateur Athletic Union's James E. Sullivan Award in 1957 before being inducted into the National Track and Field Hall of Fame in 1975.

Bobby Morrow was not only a talented athlete, but also a kind and giving man. He donated all of his Olympic medals in hopes of inspiring others to pursue their own dreams. Mr. Morrow is survived by his longtime, loving partner of 20 years, Judy Parker of Harlingen, TX, his five children, eleven grandchildren, and eight great-grandchildren.

His rare talent and character are remembered throughout San Benito and the 34th Congressional District of Texas. San Benito CISD has dedicated two athletic facilities to him as a tribute to his athletic excellence and to share his inspirational story.

Madam Speaker, I ask my colleagues to join me today in celebrating and remembering the life of Mr. Morrow.

INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA ACT

SPEECH OF

HON. JOHN LEWIS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 30, 2020

Mr. LEWIS. Mr. Speaker, I rise in strong support of H.R. 2, the Moving Forward Act. This vital legislation makes critical investments in our nation's transportation, upgrades our drinking water and energy systems, and builds new hospitals, schools, and homes.

My constituents in Metro Atlanta know all too well that we have fallen behind in building for the future. Every day, we waste time and gasoline in some of the worst traffic in America. We have uneven access across our region to transit and safe bicycle and pedestrian paths. Our schools and water systems struggle to keep up with the demands of our time.

We need something new. Our current system puts good jobs out of reach, good homes out of grasp, and good air out of breath. For too long, our nation's transportation system prioritized highway expansion and exclusionary legacies that result in gentrification and displacement. These transportation planning policies contribute to racial and socioeconomic disparities in income, health, education, and environment. We can and we must do better.

The bill before us puts our country on the right track. H.R. 2 is a model that builds a 21st century transportation and infrastructure foundation. It increases funding for transit expansion, highway repair, and connectivity in low-income communities. It ensures that drivers, passengers, bicyclists, and pedestrians can safely use roads. H.R. 2 also makes a down payment towards leaving a planet that is a little cleaner and a little greener for our children.

I am pleased that H.R. 2 also includes three amendments critical for my constituents in Metro Atlanta. The first amendment allows Federal funds to build noise barriers that protect older neighborhoods from highway noise. In my district, many communities predate the interstate system. Over time, these highways became wider, busier, and louder, and the trees that kept the sounds down have worn thin. Residents are sick and tired of the noise and want some peace and quiet. My no-cost amendment will improve quality of life in frustrated communities across America.

The bill also includes my proposal about disputed changes in airport ownership. This amendment enacts current rules which maintain the Federal government's neutrality on these sensitive local matters. This common-sense policy provides certainty for passengers, airlines, concessionaires, and airport employees.

Finally, I am proud to co-sponsor an effort led by my friend, Ms. NAPOLITANO of California. Our amendment overturns a Federal rule on sales taxes that uniquely affects Clayton County in my district. It would recover \$24 million per year for the county, its cities, and the Clayton County Public Schools.

When I first came to Congress, I joined what was then the House Public Works and Transportation Committee to work on many of these issues, and I am proud to continue to

address transportation equity on the House Ways and Means Committee. For these reasons, I would like to thank Chairman PETER DEFAZIO and his staff for helping me secure these priorities in H.R. 2 will continue to work with my colleagues to enact these common-sense policies into law.

Mr. Speaker, this is a good bill. It reminds us that we do not have to endure exhausting commutes, leaky pipes, or outdated schools. It offers hope for a better, fairer, more vibrant future for our families and communities.

I encourage my colleagues to support H.R. 2 and urge the Senate to pass it without delay. The American people cannot afford to wait any longer for relief.

PERSONAL EXPLANATION

HON. MIKE GALLAGHER

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. GALLAGHER. Madam Speaker, I am back home in Green Bay, Wisconsin on paternity leave with my family.

Had I been present, I would have voted NAY on Roll Call No. 130; NAY on Roll Call No. 131; NAY on Roll Call No. 132; and NAY on Roll Call No. 133.

INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA ACT

SPEECH OF

HON. JOHN B. LARSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 30, 2020

Mr. LARSON of Connecticut. Mr. Speaker, I rise today thank Chairman NEAL and Chairman THOMPSON for their work on the GREEN Act, included in H.R. 2.

As a longstanding proponent of utilizing the tax code to support green energy, I am thrilled that this legislation extends and expands tax incentives that have a proven track record of increasing deployment of these technologies.

In particular, this legislation is a win for the fuel cell vehicle industry in Connecticut and nationwide. Light-duty fuel cell vehicles are electric vehicles that generate electricity on-board through an electrochemical reaction of hydrogen, not combustion. These cars emit zero carbon, zero NOx, zero SOx, and zero particulate matter from the tailpipe, and are capable of traveling 300 to 400 miles on a tank of fuel, with refueling in just three to five minutes. This technology is one of the most promising avenues to reduce emissions in the medium and heavy-duty sector.

The GREEN Act extends the expiring alternative fuel vehicle refueling property credit (30C), a necessary incentive to build-up a hydrogen refueling network to make widespread adoption possible. Additionally, the legislation modifies the credit to better support electric vehicle charger deployment. I look forward to working with Chairman NEAL, Chairman THOMPSON, and the Ways and Means Committee to similarly ensure that the 30C credit is optimized for fuel cell vehicle infrastructure

and to continue broader efforts towards supporting clean energy technology.

PERSONAL EXPLANATION

HON. CATHY McMORRIS RODGERS

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mrs. RODGERS of Washington. Madam Speaker, Unfortunately, I missed a vote yesterday, June 30th.

Had I been present, I would have voted NAY on Roll Call No. 133.

INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA ACT

SPEECH OF

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 30, 2020

Ms. JOHNSON of Texas. Mr. Speaker, I rise in support of the "Moving Forward Act" (H.R. 2), a \$1.5 trillion plan to rebuild America's infrastructure. The critical investments included in this bill are needed to repair our nation's infrastructure and prepare for the future.

Our nation has the ability to create a better, brighter and more prosperous future by investing much more in our nation's infrastructure. H.R. 2 will create millions of well-paying jobs, increase sustained long-term growth, and make us more globally competitive, while at the same time protecting our environment and improving our health. By making significant investments in surface transportation, rail and transit systems, aviation, energy production and distribution, schools, broadband and housing, H.R. 2 will help us meet the demands of a 21st-century economy.

One of the areas I am particularly proud to see this bill address is the need to include high speed broadband internet in our overall national infrastructure.

Electricity was the infrastructure that helped this country move forward last century and our leaders made a great investment to ensure every American who wanted to be connected to the electrical grid had the opportunity to do so. Broadband and gigabit internet access will play the same role in the 21st century.

We see examples of the future today as we grapple with the COVID-19 pandemic. Students are able to learn outside the classroom thanks to advances in distance learning, Americans are able to meet with their doctors through telemedicine services, and millions of Americans are able to keep their jobs and stay safe by working from home.

Sadly, the luxury of having reliable high-speed internet access is not available to all Americans. Those who live in rural and poor communities are being left behind in this technical revolution, as they were in the previous century with electricity prior to the investments championed by President Roosevelt and funded by Congress.

This bill makes the needed investment of \$80 billion to ensure that every American household, business, school, and medical fa-

cility has access to high speed internet so that they can be a part of the technological revolution that will strengthen our economy as we recover from the COVID-19 pandemic. I am happy to see that this bill invests towards the future by dedicating a set amount of funding to provide gigabit internet access. While cities like Dallas are starting to get access to this ultrafast internet, we need to make sure that funding is available so that the groundwork can be laid to ensure every American eventually has access to this new technology. I applaud my colleague, Mr. CLYBURN for championing this cause as we address the needs of the American people. I will also note that as Chair of the Science Committee, we voted out a broadband bill last year to address these serious needs and I am happy that broadband provisions are moving in this bill.

Mr. Speaker, H.R. 2 also contains a number of high priority provisions from the bipartisan Surface Transportation Research and Development Act that I introduced with Science, Space, and Technology Committee Ranking Member LUCAS. As Chair of the Science Committee, I want to thank Transportation & Infrastructure Chairman DEFAZIO for working with me to incorporate these provisions in this bill. I will list just a few of them. They include the establishment of an advanced transportation research and innovation program for long-term, high risk research. Among its objectives, this program is intended to improve the resilience of transportation infrastructure across diverse regions of the United States to natural disasters, extreme weather, and the effects of climate change. In addition, there is a provision that authorizes establishment of a Multimodal Transportation Demonstration Program for the demonstration of advanced transportation technologies for local transportation organizations and transit agencies serving populations of 200,000 or less.

H.R. 2 also contains a provision that requires the Secretary of Transportation to enter into an agreement with the National Academies of Sciences to develop a long-term research agenda for surface transportation that would address advanced technologies and innovation, including advancing connected and autonomous technologies. If this bill is enacted, these and the other Science, Space, and Technology Committee priorities that have been included will go a long way to ensuring that the nation will have a vital and robust transportation R&D capability.

In addition, I am pleased to co-sponsor an amendment that we will be considering on the Floor to address the significant deferred maintenance needs of the Department of Energy's national laboratories, some of which date back to the Manhattan Project, and to accelerate the modernization of these critical facilities.

This is an important first step. However, the need and opportunity to bolster our nation's research infrastructure across the country and throughout the federal government remains. I am going to continue to work to ensure that strong support for our national research enterprise is included in any future bills that aim to accelerate our economic recovery from the current global crisis.

In addition to the inclusion of these research infrastructure provisions, I want to thank the Chairman for working with me to include a number of amendments that were included in the INVEST in America Act.

One amendment provides support for training surface transportation workers who may

lose their jobs due to increased automation of services.

It is clear that due to COVID-19 and other pandemics that may occur, there will be more “contactless services” in the future and the transportation industry will indeed be impacted. My concern is for the employees who are at risk and on the front lines, who lack the training needed to both service and operate our future transportation systems. The Moving Forward Act includes a \$50 million Surface Transportation Workforce Training Grant Program that will help our current workers get ready and prepare themselves for these automated vehicles (AV) that will use artificial intelligence (AI) to operate and maintain our surface transportation systems.

It is encouraging to see that this bill contains provisions that support the development of high speed rail and its financing options. We have much work to do in the emerging development of high speed rail in the United States. We have been left behind by other countries in this much needed era of transporting people efficiently from one part of our nation to another. I am a strong supporter of the development of high-speed rail in the United States.

In my state, Texas Central is working to develop high-speed rail system connecting Dallas and Houston in less than 90 minutes and at speeds up to 205 mph. This high-speed train will provide a faster, safer and more environmentally friendly mode of transportation that will serve two of the top five largest metropolitan statistical areas in the United States, Dallas-Fort Worth and Houston, as well as the greater College Station area, through the Brazos Valley station.

One of the major issues that has arisen during the development of this major infrastructure project is the access to large scale of Capital Financing required to ensure the success of this project. While the project is estimated to cost \$32 billion, with the government of Japan expected to pay up to half the cost, financing a project at this scale is something that programs like the Railroad Rehabilitation and Improvement Funding (RRIF) program would have great difficulty in accomplishing due to the Credit Risk Premiums rules that would adversely impact the borrowers or such large scale projects. I am encouraged that my amendment to provide a workable option for Texas Central to meet the CRP was included in the bill.

Another area of importance that I am happy to see included in this legislation is the improvement of Amtrak’s cybersecurity capabilities.

Millions of Americans use Amtrak each year, the incorporation of technology in the Amtrak system has allowed the company to grow while providing a safer and more customer friendly experience for passengers. But technological advances continue, the risk of cybersecurity threats only rises. I am encouraged to see provisions included in this bill that allow Amtrak to procure the needed cybersecurity technology to combat attacks against the operation of its rail system.

To address Amtrak’s cybersecurity needs, my amendment directs the Secretary to establish a cybersecurity enhancement grant pro-

gram, which will permit Amtrak to acquire active cyber defense capabilities to implement cyber resiliency improvements for train control systems and other IT assets systemwide.

In my time serving in this chamber, I’ve learned that no single piece of legislation is perfect. I hope to continue working with the chairman of the Transportation and Infrastructure committee to address issues related to strengthening our nation’s freight rail network and in particular Union Pacific and a number of issue raised with this bill.

I also want to say just a few words about the Disadvantaged Business Enterprise or DBE program. Over the almost 40 years since the DBE Program was first enacted, we have made progress—but not nearly enough. The Committee on Transportation and Infrastructure has collected enormous amounts of evidence that illustrates just how stubborn and harmful institutionalized bias and systemic racism really are to people of color. The bottom line is that DBEs have to fight twice as hard and still usually end up getting far less money than goes to firms owned by non-minority males.

Not only that, but discrimination means that even starting a business is harder for minority and women owned firms. The recent disparity study conducted for Texas DOT used Census data to examine this issue. The study found that the business formation rate for white males was 5.4 percent, but the rate for African Americans was less than a third of that—1.6 percent. For Hispanic Americans it was 2 percent, for Native Americans it was 2.9 percent, and for white women it was 3.1 percent. For Asian/Pacific Islanders it was better—5.2 percent but still lower than for white males. Texas Department of Transportation Disparity Study 2019, Colette Holt & Associates, 2019, at 133. The disparities for firm formation in construction in Texas were even worse. White men formed construction firms at a rate of 10.3 percent, but for Asian/Pacific Islanders the rate was only 9.5 percent. For white women it was 8.9 percent. Shockingly the construction firm formation rates for Native Americans, Hispanic Americans and African Americans were 4.9 percent, 3.5 percent and 2.9 percent respectively. *Id.* at 135.

Think about what this means—as bad as the economic disparities are for firms owned by minorities and women, the current data actually understates the problem, since it doesn’t take into consideration all the firms that could never even get off the ground. How can minorities and women ever erase the gaps in business inequality if discrimination keeps them from even forming the businesses they need to compete? This is exactly what makes the DBE program so important—while it doesn’t fully level the playing field, it provides a demand for businesses owned by minorities and women and gives those businesses that do exist at least a fighting chance to compete.

Mr. Speaker, enactment of H.R. 2 will allow our nation to move forward with critical improvements to our nation’s roads, tunnels and bridges, our ports and harbors, airports, and rail systems. It will fund improvements in safe drinking water and wastewater systems, and create more affordable housing. The bill will help to modernize schools, invest in the postal service and provide high speed internet to un-

derserved areas. Most of these proposals are long overdue and we cannot wait any longer to move our country forward. I urge my colleagues to support this legislation.

HONORING THE LIFE OF MR.
STANLEY BALZEKAS, JR.

HON. DANIEL LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. LIPINSKI. Madam Speaker, I rise today to celebrate and commemorate the life of Mr. Stanley Balzekas Jr., who passed away on June 18 at the age of 95. Stanley Balzekas was an American war hero, a tireless supporter of Lithuania and Lithuanian culture, and a pillar of Chicago’s Southwest Side.

Mr. Balzekas was an American patriot, having proudly served in the United States Army during World War II. He landed in Normandy and bravely fought in the Battle of the Hurtgen Forest, one of the longest and fiercest battles in Europe. He was eventually captured by the Nazis and spent the rest of the war as a POW. For heroically risking his life to rescue twelve wounded soldiers, Mr. Balzekas was awarded the Bronze Star as well as the Purple Heart.

Returning from the war, Stanley Balzekas earned his B.S. and M.S. degrees from DePaul University and then took the reins of his family’s car dealership, Balzekas Motor Sales, on Archer Avenue in Chicago. But Mr. Balzekas’ passion was preserving and spreading Lithuanian history and culture. In 1966, Stanley Balzekas founded the Balzekas Museum of Lithuanian Culture in Chicago. Through his dedicated leadership, the museum grew to become the largest repository of Lithuanian cultural artifacts outside of Lithuania. Mr. Balzekas’s tireless work enhanced America’s understanding of Lithuanian history and enriched the culture of the Chicagoland community.

I extend my heartfelt condolences to Mr. Balzekas’s family. Mr. Balzekas was the husband of the late Irene and is survived by his loving children Stanley III, Robert, Carol, and six grandchildren Irena, Stanley IV, Matthew, Margaret, Lucas, and Eva.

Madam Speaker, I ask my colleagues to join me in honoring the life of Mr. Stanley Balzekas, Jr. His contributions to our country, Lithuania and Lithuanian culture, and the Southwest Side of Chicago will not be forgotten. He will be remembered as a great man.

PERSONAL EXPLANATION

HON. JOHN KATKO

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. KATKO. Madam Speaker, I was not present for the following votes due to a family emergency.

Had I been present, I would have voted NAY on Roll Call No. 124, and NAY on Roll Call No. 126.

INVESTING IN A NEW VISION FOR
THE ENVIRONMENT AND SUR-
FACE TRANSPORTATION IN
AMERICA ACT

SPEECH OF

HON. AL GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 30, 2020

Mr. GREEN of Texas. Mr. Speaker, I rise to express my support for H.R. 2, the Moving Forward Act. H.R. 2 has significant goals which I proudly support. During this time of unrest as a result of different tragic encounters with police officers, I am especially proud of the inclusion of language that embraces my bill, H.R. 169—the Driver and Officer Safety Education Act.

The language included in H.R. 2 would establish a grant program for states with specific standards for education and training programs concerning civilian and law enforcement encounters during traffic stops and other in-person encounters. Originally intended to memorialize the fatal shooting of Philando Castile during a 2016 traffic stop in Minnesota, this language is both timely and extremely necessary given the recent tragic deaths of George Floyd and Rayshard Brooks who both died as a result of encounters with local law enforcement.

Their lives mattered. The inclusion of my bill H.R. 169 in H.R. 2 advances us toward a better understanding of how police and civilians should interact during traffic stops and other in-person encounters to save lives. However, to take the much-needed step toward effective reformation, we must also aim for reconciliation. My resolution, H. Res. 992, calls for a Department of Reconciliation that would report directly to the President and be charged with eliminating systemic racism and invidious discrimination from all aspects of American life.

I thank my colleagues on the Transportation and Infrastructure Committee for including

H.R. 169, and I look forward to H.R. 2 passing the Senate and hopefully being enacted as law. We cannot allow the multifaceted issues disproportionately affecting low-income communities and communities of color to go unaddressed.

IN HONOR OF BARRY D. JOHNSON

HON. JOHN JOYCE

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. JOYCE of Pennsylvania. Madam Speaker, I rise today to honor Mr. Barry D. Johnson for his selfless service to our country. Mr. Johnson was enlisted in the U.S. Army for over two years and served our nation during the Vietnam War. During this time, he demonstrated a deep commitment to our nation. For his distinguished service, Mr. Johnson was awarded the National Defense Service Medal, the Vietnam Service Medal, the Vietnam Campaign Medal, the Air Medal, and the Purple Heart.

Following the war, Mr. Johnson returned to Somerset County and raised a family. His daughter Lori describes him as “a devoted family man and patriot” who has worked in various industries from coal to construction to support his family. Throughout his life, Mr. Johnson has remained committed to our American values of patriotism, dedication and service.

Madam Speaker, it is my privilege to thank Mr. Barry D. Johnson for his selfless service and to recognize his many contributions to our nation and the Somerset County community. He is an outstanding role model for Americans today and for generations to come. As we honor Mr. Johnson today, I offer him my sincere gratitude and wish him all the best.

PERSONAL EXPLANATION

HON. MIKE GALLAGHER

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. GALLAGHER. Madam Speaker, I am back home in Green Bay, Wisconsin on paternity leave with my family. Had I been present, I would have voted YEA on Roll Call No. 134; NAY on Roll Call No. 135; NAY on Roll Call No. 136; YEA on Roll Call No. 137; and NAY on Roll Call No. 138.

SENATE COMMITTEE MEETINGS

Title IV of Senate Resolution 4, agreed to by the Senate of February 4, 1977, calls for establishment of a system for a computerized schedule of all meetings and hearings of Senate committees, subcommittees, joint committees, and committees of conference. This title requires all such committees to notify the Office of the Senate Daily Digest—designated by the Rules Committee—of the time, place and purpose of the meetings, when scheduled and any cancellations or changes in the meetings as they occur.

As an additional procedure along with the computerization of this information, the Office of the Senate Daily Digest will prepare this information for printing in the Extensions of Remarks section of the CONGRESSIONAL RECORD on Monday and Wednesday of each week.

Meetings scheduled for Thursday, July 2, 2020 may be found in the Daily Digest of today's RECORD.